

6 JANUARY 1956

# The Autocar

FOUNDED 1895

LARGEST CIRCULATION

1/-

"YOUR MOTORING?"

"MY MOTORING! THANKS TO  
FORD SERVICE"



A FEATURE OF F O R D 5-STAR MOTORING

## *Isabella* SALOON

Two-door saloon of modern continental design, with wide curved windscreen and rear window. The 1½-litre engine—developed from the famous 1½-litre racing engine—gives a top speed of 86 m.p.h. and fuel consumption of only 34 m.p.g. yet is withal a most docile and comfortable car in traffic. Independent suspension on all four wheels ensuring maximum comfort for six persons. Two leading shoe brakes, hydraulic clutch, heater, demister, twinkling self-cancelling indicators and rear reflectors are fitted as standard equipment. Price £806 2s. 11d. (P.T. £404 8s. 6d.)



**OR** De Luxe version fitted with high compression engine 75 B.H.P., twin choke carburettor and producing 100 m.p.h.



**BORGWARD  
HANSA**

!! Also the amazing multi-purpose 12-seater Microbus. No purchase tax. 45-50 m.p.g. Direct fuel injection. £888 17s. 8d. As usual immediate delivery of all models.



## *Isabella* ESTATE CAR

The latest model from the Borgward Stable. Two cars in one. As comfortable, roomy and fast as the Isabella Saloon. The Isabella Estate Car has a loading capacity which is quite unusual for this type of car. The loading platform has over two square yards and is of sheet metal. It is practically indestructible. Rear seats fold into floor giving greater carrying capacity. The 1½-litre engine is amazingly powerful with a fuel consumption of only 34 m.p.g. Price £858 1s. 9d. (P.T. £430 7s. 11d.)

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**Thompson** steering and tie rod joints are made by the same plant that supplies British Motor Manufacturers. They are absolutely accurate, utterly dependable under all road conditions. Once fitted they are self-adjusting and will give lasting satisfaction. Tell your garageman that you want Thompson steering and tie rod joints fitted and he'll be pleased to do it — and he'll know he has a customer who appreciates good workmanship and value.



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Although every car in this photograph is different, they have one thing in common—every one is Measham Engineer Tested. All carry on the windscreen an honest-to-goodness description of condition . . . a Motor Engineer's Report prepared after a thorough inspection and road test. What an advantage it is to know all the essential facts about a used car BEFORE you buy it—it removes all the risks.

Measham Engineer Tested Used Cars may be purchased at the Tuesday and Thursday Sales at Measham, Burton-on-Trent, or privately there on any day of the week. They are also available at our Showrooms in London at 368-370, Kensington High Street, W.14, in Manchester at 30-35, Victoria Street, and at Walton, Stafford; whilst in Scotland, our Edinburgh Office at 4, Lochrin Place, is at your service.

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MODEL A.O.3 £4.17.6  
1 amp.

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through the aid of this up-to-date Battery Charger

CHARGES 2v., 6v. or 12v. BATTERIES

Ammeter indicates charge rate ★ 9-position control switch ★ Reliable metal rectification Protective fuse ★ Guaranteed one year

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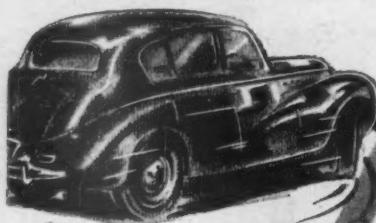
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SHOCK ABSORBERS



Make your motoring SAFER

Playing their vital part in the suspension system of your car Armstrong Shock Absorbers improve cornering characteristics, steering control, braking and general road stability. All of this contributes greatly to the smooth, effortless driving that is so much less tiring, so enjoyable and so very much safer.

It's well worth your while to—

**ASK ABOUT ARMSTRONG AT YOUR GARAGE**  
ARMSTRONG PATENTS CO. LTD., EASTGATE, BEVERLEY.

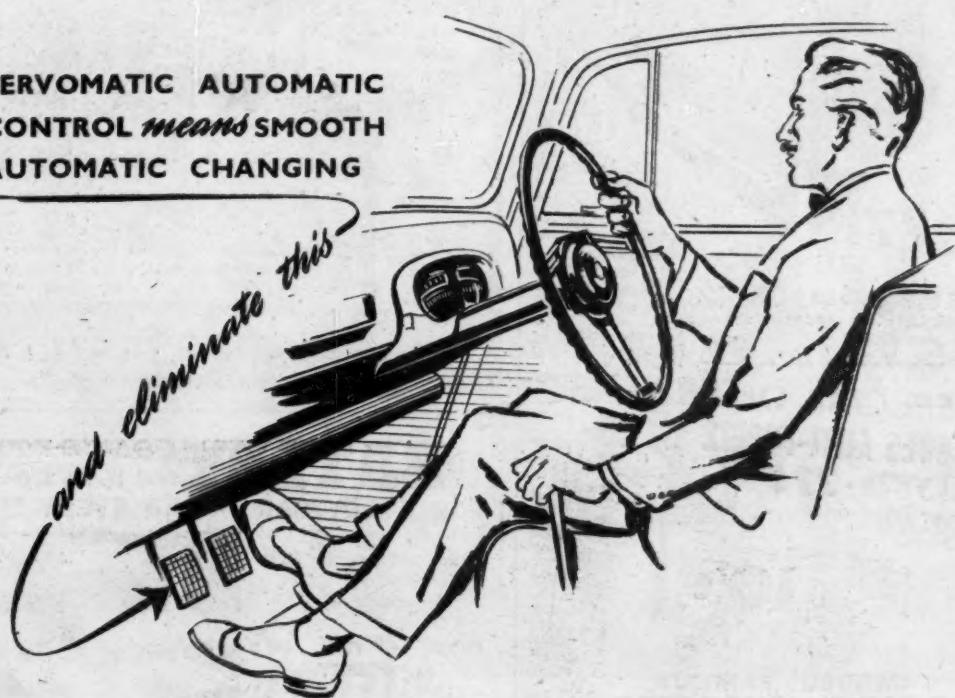
# "SAC" the clutch pedal

*and automatically enjoy the change*

This is the perfect device for the lazy left foot. Once you have S.A.C. in control, you can forget your clutch pedal.

S.A.C. does all the work, all you do is to shift the gear lever. No alterations are necessary to alter the basic characteristics or design of the transmission system, and you can have automatic or manual control at press button choice.

**SERVOMATIC AUTOMATIC  
CONTROL means SMOOTH  
AUTOMATIC CHANGING**



The micro switch electrical contact in the special gear lever knob brings in S.A.C. at the lightest touch. Equally suitable for direct centre change systems as for steering column linkage control.

Models now available for Austin A.30, A.40 up to 1954, A.70 up to 1954, Hillman Minx, Humber Snipe, Morris Minor, and Vauxhall Wyvern, Velox and Cresta. Other models in course of preparation.

**£35·0·0**  
Plus fitting charge



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★ Extra Heavy Positive Plates

★ Grids specially designed to hold maximum active material

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6 volt.	60 amp.	<b>77/-</b>
9 plates per cell.		
Size 7½ x 6½ x 9½ in.		
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6 volt.	85 amp.	13 plates per cell.	£5.7.6
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12 volt.	60 amp.	9 plates per cell.	£7.12.6
		Size 13 x 6½ x 2½ in.	
			<b>£9.0.0</b>

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Charged batteries are available to personal shoppers and for delivery in Gamages own extensive van area. 6 volt 5/- extra. 12 volt 7/6 extra.



All goods delivered free in our own van area.  
£5 orders carry paid 50 miles Holborn.  
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PERFECTLY SAFE, NON-INFLAMMABLE, NON-EVAPORATING—ONE FILLING LASTS A WHOLE SEASON. Protection against 35°F. of frost, against corrosion and rust. Made to the Air Ministry Specification—THE ONLY ONE USED IN AIRCRAFT. Carr. & Pkg. 1/9 BARGAIN PRICE 10/- QUART CAN

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3 amp. Improved model. Heavy duty. Will charge 6 volt or 12 volt car batteries at 3 amps. from 200/250 volt A.C. Mains. Fitted with clearly marked meter and output leads with strong terminal clips. Strong steel case with bronze finish. Size 7½ x 6 x 5 in. deep. BARGAIN PRICE 89/6 Post & Pkg. 2/9



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Comprising: Two of the latest type wing fitting Stop and Tail Lamps, with metal base plate and rubber mountings, Chromium bezel. With bulbs. Heavy chrome plated number plate lamp complete with bulb. A well-finished set which will modernise the older type of car and comply with regulations. Please state 6 or 12 v. P.P.L./8



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Standard drying times for small patches

Primers and stoppers . . . . . 10 minutes  
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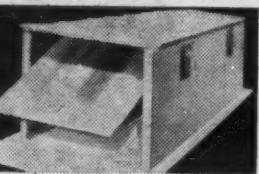
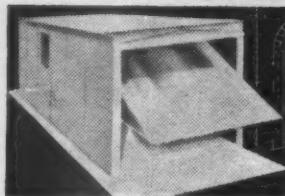
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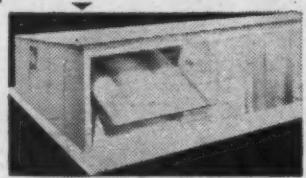
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LEAN-TO GARAGE designed for building on to the house or existing wall. Width required only 8'. Rear door available. FROM £50. OR 10/- WEEKLY.

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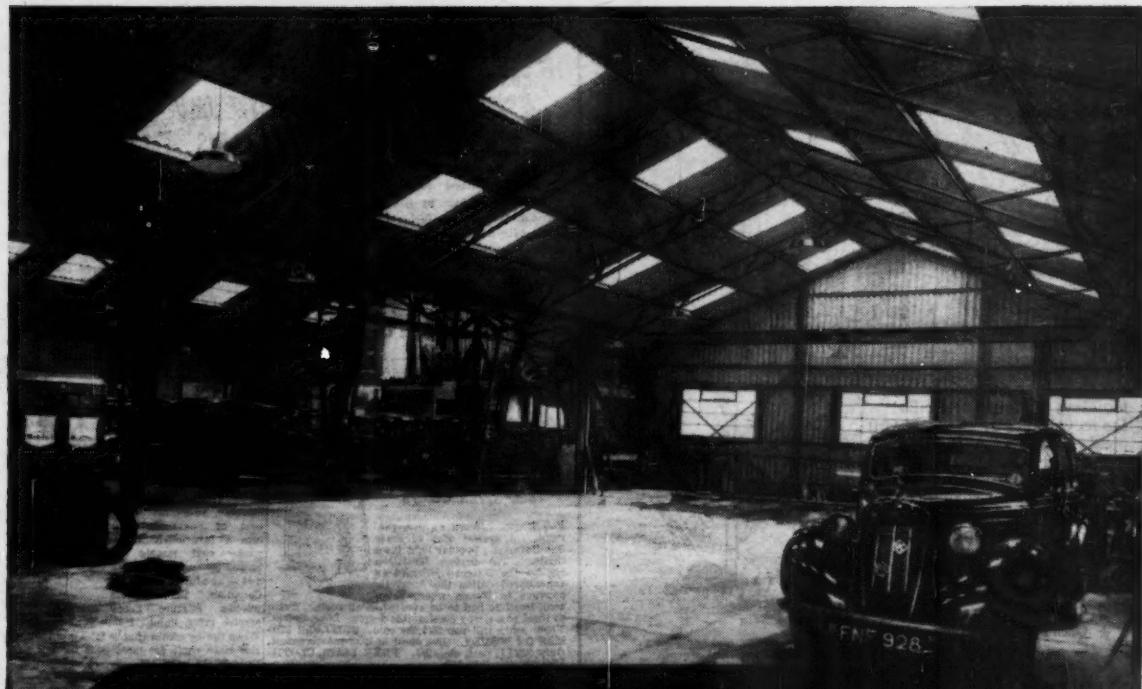
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reduces cylinder wear which occurs on starting  
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GENUINE GOVERNMENT STOCK

#### 6 LENSES X 40 mm.

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Popular Square Model

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Cash Price 69/-

These 6 lenses x 40 mm. for wide field viewing represent the finest value for German Prismex Binoculars. Size 5½ in. by 4½ in. Bending Bar for eye adjustment, with centre focus. Splendid magnification with real 3-D viewing. Clear bloomed lenses, wide angle. Ideal for sports and holiday use, day and night lenses. Lightweight model. With case, lanyard and leather straps. **NO DEPOSIT.** Send only 2/6 for packing and reg., etc. 7 days' approval. If satisfactory send 4/6 then pay 8 payments of 9/- within 8 months. **CASE PRICE 69/- FREE LISTS, BINOCULARS TERMS.**



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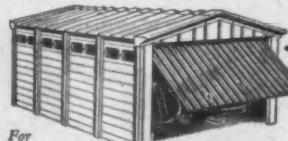
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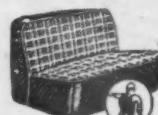
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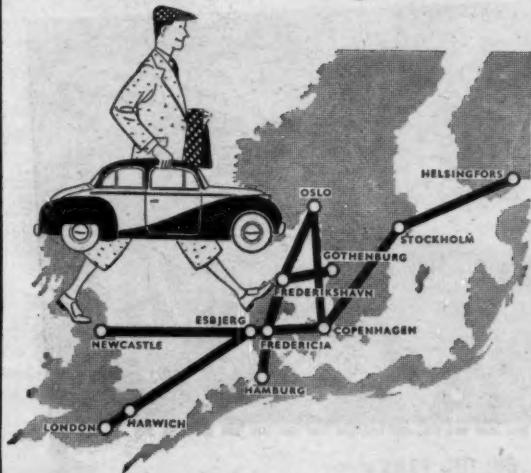
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# The Autocar

FOUNDED 1895

No. 3136

Friday, 6 January 1956

Vol. 104

## Example

ONE of the most important reasons why experienced drivers should watch their road manners is that so much of driving is learned by example and observation instead of being taught. An action (or reaction), whether bad or good, can so quickly and easily become a habit. Not only countries but areas and even individual cities and towns develop quite separate driving techniques, clearly passed on by example.

A large proportion of the drivers on British roads today are learners or still in the formative stages. Fortunately good humour and consideration are also contagious on our roads, as is readily apparent from the wave and smile always received in recognition of a courteous gesture.

In theory at least, associations for the promotion of good will are a desirable thing, although the less obviously organized and the more spontaneous the better. At one time before the war, drivers of some makes of cars used to pride themselves on their special courtesy to other owners of the same make. Riley owners come to mind as having developed among themselves a spontaneous comradeship of the road during the 1930s. And, if we are to accept the word of one or two readers who have written to us recently, there are today some Rover owners who feel the same. No doubt there are others, too.

Such *esprit* is very desirable and can help greatly in improving standards of driving and road courtesy by example alone.

It would be pleasant for this country to be known to motorists the world over as the home of courtesy notwithstanding congestion. A number of visitors from abroad have already been kind enough to accord us such a title; it is one to be treasured and fostered.

## Two-strokes at the Bar

THERE'S something about a two-stroke. . . . Such an opening remark could well lead to a cosy evening's discussion in the local with many a pint consumed to whet the pros and cons.

Who leads off? John Smith there, who recalls his early days on the road, riding a two-stroke motor cycle with a pronounced preference for a beat of eight and an equally pronounced tendency to leave a blue trail and to gum or coke up its components. Drive a two-stroke car? Not Pygmalion likely, says he. Gave up that sort of engine years ago.

Someone agrees with him—the chap with that Red Label 3-litre outside. Couldn't even stand the noise of a two-stroke, he says; and, talking of red labels, Landlord, same again all round, please.

But what does our visitor think? He actually has owned a post-war two-stroke and driven it all over Europe. Now there's a thing. None of us Englishmen has even tried one. We don't have them over here, you know. You found it smooth and economical, it needed no special attention in 32,000 miles, it snatched a bit in traffic, its slow running was uneven—not so different from any other car, you say—and you would not mind another.

The trouble is we don't know much about them in this country—and what we have seen and heard has not encouraged us to find out. You, over there, you're a technical wizard, finish that bottle and give us the benefit.

On the Continent (says wizard) they produce some pretty efficient two-strokes for small cars. Yes, I know that special two-stroke bikes in the T.T. sound terrific, like infuriated bumblebees. Two-stroke car engines run no faster than four-strokes and they are no more efficient. In fact they're not so efficient. But they're a lot simpler and cheaper to produce. They have fewer moving parts—three instead of fifteen—and mechanical losses are 25 per cent less at cruising speed, according to their exponents.

That begins to make it sound as if we might be missing something (we tell wizard). Only for small, cheap cars, you think. And your company is doing some development work on a two-stroke engine for a car? Who are you with? You don't say!

## Road Impressions

## THE GRABER BODIED 3-LITRE ALVIS

*"... Gran Turismo style, and beautifully proportioned"*

EARLS COURT always produces at least one and sometimes more cars that, because of their appearance alone, stand out amongst the other exhibits. Occasionally one's knowledge of the performance of the chassis concerned takes away a little of the attraction, but at the last Show high up on the list of the outstanding was the Alvis T.C.108/G. The previous model, the T.C.21/100, was a rather upright and dignified-looking saloon, and so far as styling was concerned

gave somewhat the impression of a greyhound in labrador's clothing. In spite of its wind-collecting, rather upright lines, it had a petrol consumption of over twenty miles to the gallon and a genuine maximum speed of just over one hundred miles per hour—and that with a weight of 29½ cwt. Those who knew all this naturally were immensely intrigued by the appearance of the new car.

The model on the Alvis stand had come from Switzerland, where the body has

been built by the firm of Graber. For some years now Graber has styled and built coachwork for Alvis chassis, but this was the first occasion on which the Anglo-Swiss combination had been seen at an Earls Court Show. The lines are in the Gran Turismo style, and beautifully proportioned. The long sweep of the top of the wing line fits in well with the bonnet which falls away in front to a small neat radiator grille bearing the well-known red triangle. Thin screen pillars and a large glass area give the appearance of a hard top coupé, but a glance at the interior quickly rids the interested of any idea that this might be another close-coupled two-seater.

The driving position is good; comfortable support where needed is given by the driving seat, which is not only adjustable in the usual fore and aft position, but also permits variation in the angle of the back rest. The big steering wheel is set at an angle approaching the vertical, and the length of column brought nostalgic memories of earlier 12/50s and open model Silver Eagles. Later production models are likely to have telescopic adjustment for the steering column. The hand brake lever is rather tucked away under the facia but has an easy action.

The short, rigid gear lever of the previous model Alvis is retained; the movement into first was a little stiff when the car was taken on the road, but the car was comparatively new. Away from the Alvis works on the north side of Coventry, the car cruised very easily on its 3.77 to 1 top gear. It weighs about 2½ cwt less than the "Grey Lady" saloon and so there should be an easy life for the 84 x 90mm six-cylinder engine.

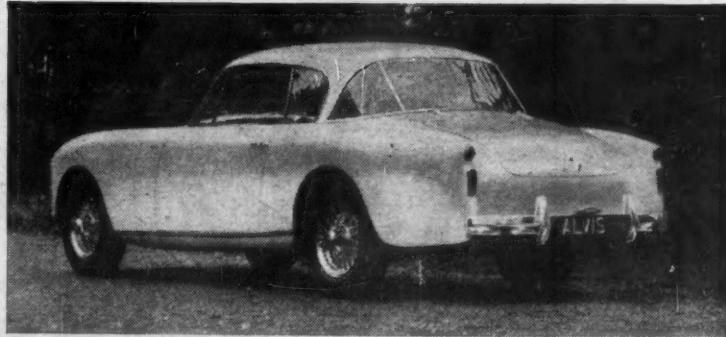
After the first half an hour in the driv-

*"The driving position is good . . ."*

ing seat there grew on one the knowledge that this was one of the quietest cars that one had driven. Wind noise was negligible and road noise was at an extremely low level.

The gear-change was such as to invite use, for there is a satisfactory relationship between the ratios. Second and third were very pleasant to use; for instance, when approaching a roundabout after a fast piece of dual carriageway, they could be used to help the brakes in just the way the driver desired.

Changing down to third for a fast bend was one of the delights of driving the car, and the almost uncanny silence of the



Ample light to the interior, and an excellent rear view, are emphasized in this view; the arrangement of the boot requires luggage to be lifted over a rather high sill



Auxiliary driving lamps break the expanse between the lights, recessed into the wings, and the neat radiator bearing the well-known red triangle emblem

body was not disturbed by any noise from the transmission. One of the great pleasures of this Alvis was the way in which it would sweep round a long open

bend. Held close in to the side of the road, it was driven round quite fast with a very slight sound of protest from the rear tyres, though there was sufficient noise from them to let the driver know that more throttle would have been too much. There was little or no heeling over, and both front seats held the occupants firmly in position.

On more acute corners, there was a strong impression of understeer, and it was necessary to hold the steering wheel firmly. Over a main-road surface the ride was extremely comfortable, and when a bump in the road was taken unawares at speed, there was no undue discomfort, the sudden motion being damped immediately.

Although nothing like full-scale road test procedure was indulged in during the few miles the Alvis was in *The Autocar's* hands, there were sufficient opportunities

to obtain a favourable impression of the brakes. It was necessary to apply only a light pedal pressure for the Lockheed equipment to slow down the car from the eighties—in fact at first it was thought that the brakes had servo assistance. It seemed a pity in some ways that an honest-to-goodness hand-brake lever does not form part of the equipment, instead of the umbrella-type close to the facia.

There is a good practical array of instruments, the principal ones being seen easily from the driving seat. The plated bezels reflected badly in the windscreen, however—a point that, no doubt, will be attended to in future production models.

One was left with a desire for the opportunity of more miles in this Alvis—a short and stimulating experience reminiscent of the brief delights of caviare or schnapps.

H. C. F. H.

## Overdrive for Magnette

**T**HE Handa overdrive has been successfully fitted to an M.G. Magnette saloon. It involves the shortening of the propeller shaft by 8½ in; this leaves universal joint angularity well within the proper limits. There has to be a hole in the transmission tunnel, which in a Magnette is a stressed part of the car's structure, but it is insufficient to cause weakness, and it is enclosed by a cast aluminium cover.

The overdrive is controlled by a vacuum cylinder, connected to a Trico-Folberth reservoir exhausted by the inlet manifold—the same device as is used for operating some Ford windscreen wipers. A finger-operated plunger on the gear lever is the driver's control. It was thought that the installation was neat; there is little room for such an addition to the Magnette structure, but the Handa is a compact unit.

The ratio is 1 to 0.743. Thus, in overdrive, engine speed is close to three-quarters of the r.p.m. which normal top would use—at 60 m.p.h., 2,900 r.p.m. instead of 3,900; at 70 m.p.h., 3,400 and 4,600; and at 80 m.p.h., 3,900 and 5,250 r.p.m.

In a fast main-road run on a weekday, when it was possible to cruise at 70 m.p.h. indicated, the overdrive was much appreciated. The Magnette con-

cerned was not old, but its engine was somewhat rough around the 70 m.p.h. mark, with noticeable vibration; for if the speedometer was as nearly accurate as was thought, it was around peak r.p.m. which is 4,600. Bringing in the overdrive and so dropping over 1,000 r.p.m. was most pleasing, the car slipping along in the effortless way of some large-engined luxury model.

With three men in the car, it would hold 70 m.p.h. up appreciable gradients. The maximum speed of 80 m.p.h. was the same on main-road straight stretches in top or overdrive. The fitting makes no practical difference to performance figures—it merely makes cruising more effortless.

The Magnette's m.p.g. figures were not taken. It might be expected that the 20-25 per cent improvement usually brought about in fast work by very high gearing would apply in this case, and that a corresponding reduction in wear and tear would also apply.

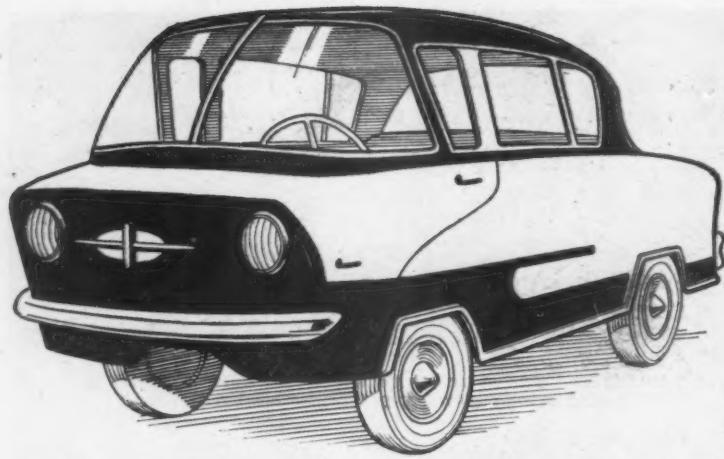
The car pulled away smoothly from as low a speed as 20 m.p.h. in overdrive, though with poor acceleration. Overdrive third gave a top speed of 70 m.p.h. But overdrive indirect gears seemed less interesting in this case—with third, overdrive third and normal top so close in ratio—than they do with three-speed gear boxes. (With only three speeds, overdrive middle

is always a really valuable acquisition.) The change down is almost instant from overdrive to normal; the change up takes about a second, during which there is a ticking noise. This is caused by the sloping faces of the dogs acting as a sort of synchronesh.

An overdrive Magnette is in its way a newcomer, a new model. In its normal form this 1½-litre, 21-cwt saloon has a lively engine, a good gear box operated by a plain central lever, road-holding and steering of top European class, and a sleek and logically shaped body. With these qualities there are good seats and travelling comfort. For those fortunates who have clear and fast roads, the addition of a very high gear for effortless economy at sustained high speeds is very attractive.

At present, installations are confined to the Croydon factory of Vehicle Developments, Ltd., 60, Balcombe Street, London, N.W.1, who are responsible for the Handa overdrive. The price of the Magnette conversion is £60, plus a fitting charge of £10. University Motors, Ltd., 80, Piccadilly, London, W.1, now have the overdrive Magnette as a demonstration model.

The same overdrive is becoming available for the Austin A50 and Morris Oxford. In these cases, fitting is easier, and the installation charge £7 10s.



An artist's impression of the new Russian popular car, described in a paragraph "Red Squirrel?" in an adjoining column

## NEWS AND VIEWS

### More Power for Isetta

THE B.M.W. Isetta motocoupé, a Road Test of which appeared in *The Autocar* of November 4, 1955, is now to have a 300 c.c. engine instead of the 245 c.c. power unit which has been used hitherto.

### Red Squirrel?

THE Russian State scientific research bureau for vehicles and engines is reported to have designed a new popular car, to be called "bielka," or Squirrel. Information from Sweden is that the power unit, of which no details are yet known, is placed behind the passenger seat and drives the rear wheels. The body has seats for five—three in front and two at the back—and tapers back towards the engine compartment. Two styles are planned, a two door hard top and a drop head coupé which can also be used for light haulage service. Length is 10ft 8in, and weight 1,653.5lb. The Squirrel is said to have a chassis; all four wheels are independently sprung. Top speed is claimed to be about 60 m.p.h. and fuel consumption around 35 m.p.g.

### Light and Safety

IN 1951 the County Borough of Northampton commenced a long-term replacement of all main road lamps by fluorescent lighting, and in other streets by tungsten filament lamps. The project was of particular interest, as it involved illuminating the whole town with only two forms of street light. Night accident figures for 1953-54, when the conversion was 50 per cent completed, show a substantial reduction compared with the 1949-50 figures, before the change was started—the percentage was reduced from 21.5 to 17.5.

As further evidence of the result of improving street lighting, night accidents were reduced by 50 per cent after improving illumination of the A40 road at Acton, and relighting eight roads near London resulted in a 30 per cent decrease in night accidents.

### Showtime in Brussels

BRITISH cars will have a prominent part in the Brussels Motor Show, which will be open from January 14 to 25. In addition to the products of B.M.C., Ford and the Rootes Group, the exhibits from this country will include Armstrong Siddeley, Aston Martin, Austin-Healey, Bentley, Bristol, Cooper, Daimler, Jaguar, Lanchester, Rolls-Royce, Rover, Singer, Standard, Triumph and Vauxhall.

### De-restricted

OF considerable import to dual-purpose vehicle owners are regulations passed by Parliament immediately before the recess. Such vehicles, complying with certain conditions—as well as those with four-wheel drive—can now go above 30 m.p.h. outside built-up areas. If a two-wheeled trailer is towed, however, they (like private cars) must keep within the 30 m.p.h. limit.

Dual-purpose cars, therefore, are now treated as private as far as the speed limit is concerned; previously they were exempted from the goods vehicle restrictions only if they were not carrying goods for business purposes. The change is likely to increase the demand for an already popular form of transport—the estate car. Travelling salesmen will, presumably, be one of the motoring classes with most cause for jubilation; so will Land-Rover owners, present and prospective.

The conditions are that the vehicle must be adapted to carry goods and not more than seven passengers (excluding the driver). It must not weigh more than two tons unladen. In addition, except in the case of four-wheel drive vehicles, it must have a rigid roof (with or without sliding panel); at least one permanent, transverse row of upholstered passenger seats; and all-round visibility. There is also a length proviso, namely, that the transverse seats must occupy at least one-third of the distance between steering wheel and back interior of the vehicle, the measurements being taken between the rearmost part of the steering wheel and the backrest of the hindermost row of seats.

### "Keep One Eye Shut"

MOTORISTS in danger of being temporarily blinded by the lights on an oncoming car should keep one eye shut until the beams have gone by, said the St. Pancras Coroner, Mr. W. Bentley Purchase, at an inquest on a woman who was fatally injured by a car. The driver of the car said the lights of an oncoming car shone straight into his eyes, and he was half blinded for a few seconds. Mr. Purchase added to his advice the comment "I have done it for forty years and find it most useful. I open my eye after the car has passed. . . . If you allow yourself to get mesmerized by head lights I think the thing to do is to pull into the side of the road and wait."

One disadvantage of adopting the eye-closing technique is the loss of binocular vision which helps a driver to judge distance; another is the substantial reduction in the field of vision. One useful expedient is to turn the head and eyes so as to gaze directly at the near-side kerb or road edge; this reduces appreciably the susceptibility of the eyes to dazzle.

### IN THE SPORTING TRADITION

PETER GARNIER has been appointed Sports Editor of *The Autocar*, thus taking his place in the line from S. C. H. Davis and the late John Cooper. Since the death of the latter he has fulfilled the duties involved in the post and has become a familiar figure at the racing circuits of Europe. His interests have been centred in sporting motoring since he was very young, and he has undergone the traditionalist's initiation of stripping a 3-litre Bentley down to the last nut and bolt and rebuilding it. Amongst his talents is the ability to paint and, like all artists and journalists, he looks forward to a (mythical) day when there will be time to indulge in such pastimes; in the meantime he steals the odd minute to construct scale models.

"P. G." is 37 and served throughout the war in motor torpedo boats, holding the rank of Lieutenant in the R.N.V.R. He joined the Iliffe organization in August, 1949, and his writings have appeared in *The Autocar* since 1952.





*By Appointment To Her Majesty the Queen. Motor Car Manufacturers: The Daimler Co. Ltd.*

# Improved Daimler Conquest and Century Saloons

*The Daimler Company Ltd.  
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D298

*The Daimler Company Limited, Radford Works, Coventry*

B

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ADDRESS  
BLOCK  
(LETTERS)  
(PLEASE)

My usual Service Station is:

MESSRS.....

ADDRESS .....

**Astronomical**

**A**MERICAN passenger car production in 1955 was only 59,138 cars short of eight million, but was nonetheless a record. Eight million had been quoted as the industry's target for the year.

**Rally Fever**

**N**OW is the season of winter madness when strangely garbed motorists feel, like the lemmings, an irresistible impulse to leave their homelands and travel hopefully, possibly because they know that this is better than arrival, but more probably because arrival is a matter of doubt. In other words, the Monte Carlo Rally starts on January 16.

The *Autocar* will also be infected. Next week we shall publish an introduction to the rally and the preliminary preparation of the crews, and the week after (January 20) last-minute reports of the competitors' progress will appear. In the January 27 issue a special section, printed in photogravure, will contain the full, illustrated story of this great event.

**Cheaper K.L.G. Plugs**

**E**CONOMIES resulting from greater production have enabled the K.L.G. company to announce substantial price reductions. The plugs affected, all of high heat values and of the super and sports variety, are F100, FE100, M100 and ML100 reduced from 7s 6d to 5s, and F220, FE220, M220 and ML200 reduced from 15s to 7s. 6d.

**Honours**

**G**REAT pleasure is felt among motorists at the designation of Mr. W. Lyons, head of the Jaguar company, as a Knight Bachelor in the New Year Honours List. Mr. Lyons' success story is a recent one, for Jaguar cars—previously known as S.S.—fought their way to fame against established makes. Today they are widely acknowledged as one of the best examples of value for money in the British economy.

Also included in the honours was Sir Frederick Godber, chairman of the Shell Transport and Trading company. He becomes a baron. Mr. J. G. Taylor, divisional road engineer of the Northeast Division of the Ministry of Transport, becomes a C.B.E.



Mr. W. Lyons

**Consumer Preference**

**F**REEDOM for the buyer to obtain any make of tyre, accessory or motor oil at any service station or garage is said to be the aim of a new association formed by a number of companies including the C. C. Wakefield group, Alexander Duckham and Co., United Lubricants and Douglas Holt. The Motor Accessories Manufacturers' Association has the object of promoting the unrestricted sale of goods distributed by its members, by means of "concerted action" and exchanging information. It should provide a healthy balancing factor in these days of monopoly reports.

**WESTMINSTER  
COMMENTARY:****The New Minister**

**T**HE hope that the country's needs will come before political considerations is always paramount where heads of departments are concerned and in the new Minister of Transport we welcome a man who has a reputation for



not allowing party politics to dominate debate, even if the chance to score is seldom missed. Mr. Harold Watkinson comes to the field of communications from the Ministry of Labour, where he was second in command to Sir Walter Monckton, whose able conduct of departmental duties and handling of the House he reflects.

Strength of character is needed at the Ministry of Transport as well and Mr. Watkinson's political background and his long connection with the precision tool industry, give good promise of this quality. Although changing horses in midstream is an unenviable task (the Road Traffic Bill, for instance, is now in committee stage) he will not be completely a new boy, having served as parliamentary private secretary to a previous Minister, Mr. Maclay, in 1951.

STUDENT OF POLITICS.

**BEN's Annual**

**F**Ebruary 1 is the date for the annual general meeting, London and Home Counties centre, of the Motor and Cycle Trades Benevolent Fund. The meeting will be held in the council room of the B.M.T.A., 14, Fitzhardinge Street, London, W.1.



Mr. A. G. Elliott

**Rolls-Royce Retirement**

**M**R. A. G. ELLIOTT, executive vice-chairman of Rolls-Royce, Ltd., retired on January 1 after 43 years' association with the company. He joined the late Sir Henry Royce as a young designer. During the first world war he was concerned with design and development of famous aero engines.

After the war, work on aero and car engines continued at West Wittering, and in 1929 he became chief designer. Under him the company introduced an entirely new smaller Rolls-Royce of 3-litres, which was followed by new models of the Phantom I and Phantom II.

In 1932 Mr. Elliott returned to Derby and became increasingly concerned in the development of the Merlin aero engine; he superintended, however, the design of the 12-cylinder Phantom III car and the Wraith 4½-litre model.

Later, he became chief engineer of the aero division, a post he held until his appointment in 1954 as executive vice-chairman. He was awarded the C.B.E. in 1941.

**Rootes Buy Singers**

**T**HE shareholders of Singer Motors, Ltd., decided at a meeting at Coventry, by 44 votes to 11, to accept an offer of the Rootes Group for the whole of the company's ordinary and preference stock. This entails rejection of the offer made on behalf of George Cohen, Sons and Co., of the "600" Group.

The Rootes offer was of cash payments of 2s 6d for each 8s preference unit and 1s 6d for each 5s ordinary unit. Along with these, preference stockholders will receive, for each 16s unit, a new six per cent cumulative preference £1 share and 5s cash; ordinary stockholders will receive, for each £1 of stock, one of the new preference shares and 6s cash.

Sir William Rootes, chairman of the Rootes Group, who served his apprenticeship with Singers, said that production of Singer cars would continue, and the concern would be reorganized.

**All-round Inflation**

**T**WO figures were given less than their correct value in the paragraph entitled "Legal Changes" on page 1064 of last week's issue. One was the distance away from a lit street lamp at which a car owner can park without lights—25 yards, a bonus of five on the 20 stated. The other, alas, confers no bonus: it is necessary to pay a 33½ per cent deposit for hire purchase on a new car, not 15 per cent. The change was made in July.



## EYES and the DRIVER

By L. S. SASIENI, F.B.O.A., F.S.M.C., D.ORTH.

**I**AM a motorist; I am also an optician; and I wear glasses. I may, therefore, observe certain aspects of motoring from a slightly different viewpoint from that of the "average motorist." Naturally, I am interested in those aspects of vision which are involved in driving and also those aspects of motoring which involve vision, and many points of interest are raised by these combinations.

The present requirements of the Ministry of Transport for the granting of a driving licence include one concerning sight—that the applicant shall be able to read a number-plate containing six letters and figures in good daylight, with glasses if worn, at a distance of twenty-five yards. This represents a rough and ready test of "visual acuity." The standard method of recording the acuteness of vision is in terms of what is known as the "Snellen Fraction." This is based upon the acceptance of normal acuity as being the ability to distinguish two points which are separated by one minute of arc at the eye.

To set up two points, the separation of which can be altered in such a way that the angle they subtend at the eye can be adjusted to one minute, is quite a laborious job, so the usual method of making this measurement is to use letters. These are so constructed that, at a given distance, the total height of each letter subtends an angle of five minutes at the eye. The height is five times the thickness of each limb, each limb, therefore, subtending an angle of 1 minute of arc at the eye. The test letters are ranged on a wall chart which will be familiar to all who have had their eyes examined. The chart contains letters of different sizes and the size of each letter is recorded in terms of the distance at which it would subtend an angle of five minutes.

The Snellen Fraction is made up as follows: Above the line is written the distance at which the chart is viewed. Below the line is written the distance at which the smallest letter that can be read

would subtend an angle of five minutes. Thus, 6/6 represents normal vision; 6/12, half the normal acuity; and 6/60, one-tenth of the normal acuity. Saying that a person has a visual acuity of 6/12 means that he can recognize at six metres an object which would be recognized at 12 metres by a person with normal vision. The number-plate test corresponds approximately with 6/9.

There are, however, other factors involved in the seeing act. Apart from the visual acuity, probably the most important is the Field of Vision. This is the angle within which an eye can see objects, without rotation. The normal eye has a field of vision which extends about 95 deg to the temporal side of the line of fixation, and about 55 deg to the nasal side. When both eyes are in use together, the binocular field of vision is about 190 deg horizontally, or rather more than a semi-circle. A normal person, therefore, when looking straight ahead is conscious of objects straight out at his sides and slightly behind this line.

A number of conditions, for one reason or another, may reduce the field of vision. In extreme cases, as in the advanced conditions of certain ocular diseases, the field of vision may be limited to only 5 deg or so each side of the line of fixation while central vision may remain quite normal, and although this condition is rare, restrictions in the field of vision to a lesser extent are by no means uncommon.

A deficiency in colour vision may be quite unknown to a person until an examination is made which will detect it. It may vary from a difficulty in naming separately slightly different colours, to the complete inability to distinguish between red and green. In some cases—although these are rare—colour vision may be completely absent, when the difference between different hues will appear only as differences in density of a neutral grey.

Another type of defect involves the muscles which move the eyes. These

movements are controlled by a highly complicated and very sensitive arrangement of six pairs of muscles which respond mostly to visual impressions received. In some conditions, this set of muscles does not function as it should, and the results of such dis-function are various. They may not affect the visual acuity at any one time, but they may very well affect the judgment of distance and the speed of reaction. Abnormalities in the muscular arrangement may also result in eyestrain which can, in turn, affect the visual acuity, and which can be the cause of tiredness both ocular and general.

A reduction in visual acuity may be due to a number of things which can be collected broadly into two groups. The first is "errors of refraction." The second group is "abnormal conditions." Errors of refraction include short-sight, long-sight, astigmatism and eyestrain. Abnormal conditions include the results of ocular disease, extra-ocular disease (i.e., affections of other parts of the body which in turn affect vision), hereditary and congenital conditions, and accidents.

Vision which is reduced by a cause within the first group can be improved by the use of glasses. Errors of refraction are, in fact, nothing more than errors of focusing, and anybody who is familiar with the use of a camera will appreciate the difference between a sharply focused image and one which is out of focus.

Vision which is reduced in consequence of one of the conditions in the second group ("Abnormal Conditions") generally cannot be improved by the use of spectacles. Contact lenses will effect an improvement in cases where damage has been caused to the cornea, which is the front surface of the eye and which acts as its window.

A reduction in the field of vision is improved only by treatment of the condition which causes it, and in nearly all cases this is not confined to treatment of the eye itself; spectacle lenses will not enlarge a reduced field of vision.

Defective colour vision also is not affected by the use of lenses. In the great majority of cases it has been present since birth, and it cannot be improved, although there are certain cases in which toxic affections may be the cause, and in which treatment of the general condition and removal of the cause may result in an improvement.

Treatment of muscular abnormalities may be either with spectacle lenses or by means of exercises carried out on specially designed instruments.

It will be seen, therefore, that a rough check of the visual acuity still leaves a good deal to be desired as a standard of vision. When we remember that almost all the impressions and knowledge of what is going on outside the car reach our consciousness through the eyes (a contributory though small amount is received through the auditory sense), we realize how important it is to see clearly and quickly.

From this summary of what can go

expedients have been adopted from time to time. The first is simply to take the glasses off when looking at the distance, and to put them on only when focusing a near object. A second method is to wear them for near vision and look over the top for distance. A third method of overcoming this disadvantage is to have the lenses made in bifocal form, in which the lower part of the lens is of the correct power for near vision and the upper part of the lens the correct power for distance vision.

Many thousands of people (including motorists) use bifocals successfully for all purposes. There are, however, some individuals who, for one reason or another, find that bifocals do not satisfy their requirements. The fitting of bifocals is, in fact, always something in the nature of a compromise—part of the distance field of vision (the lower part) has to be sacrificed for the reading area, and it is a matter of individual fitting to provide that proportion of each which

reference to maps and the like, the segments can be inserted. Then the glasses become the equivalent of bifocals, having their advantages of clear distance and near vision without the necessity of changing the frame.

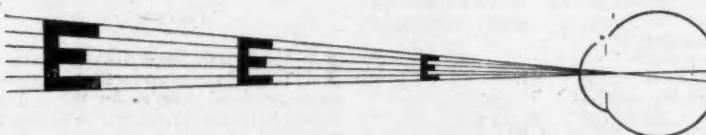
The subject of glare is one which touches a completely different aspect of vision. The level of sensitivity to light of low degrees can be measured and related to an established norm, but there is no such established standard of sensitivity of light at the highest levels.

Many people find ordinary bright sunlight, which offers no great discomfort to some persons, quite unbearable without some artificial protection in the form of a shade or tinted lenses. In addition to this, we have the complication of a "glare source" such as arises when driving into the setting sun or facing oncoming head lamps.

Every motorist will have experienced the annoyance of having head lamps flashed at him when his own are in the dipped position, and, as far as he knows, offering no source of dangerous glare to the oncoming driver. This annoying action may be due to selfishness or ill-humour on the part of the approaching driver, but, on the other hand, it could be due to his being unduly sensitive to a level of glare which should, in fact, offer him no inconvenience.

The use of tinted and half-reflecting anti-glare lenses has been recommended for both day and night driving, but this is a subject on which individual reaction varies so greatly that the only way to find out if any advantage accrues from wearing such devices is actually to try them.

A word of warning is perhaps not inappropriate here. The cheap types of sunglasses may themselves involve the wearer in other types of strain. Many of these contain lenses which have not been optically worked and in which there may be wavy surfaces or other optical imperfections which will adversely affect the vision of the wearer in one way or another. The guiding principle in buying protective glasses should be to obtain the best one can afford, and surely in the matter of eye protection, one can afford to use only the best.



Those optician's letters, carefully proportioned to subtend to the eye an angle of five minutes of arc, with a letter width of one minute of arc.

wrong, it will be seen that an individual is not in a position to ascertain the quality of his own visual functioning. An estimate of this can be made only after an examination by a qualified practitioner, and it is suggested that every motorist, for his own satisfaction and for other people's safety, should have such an examination carried out at regular intervals.

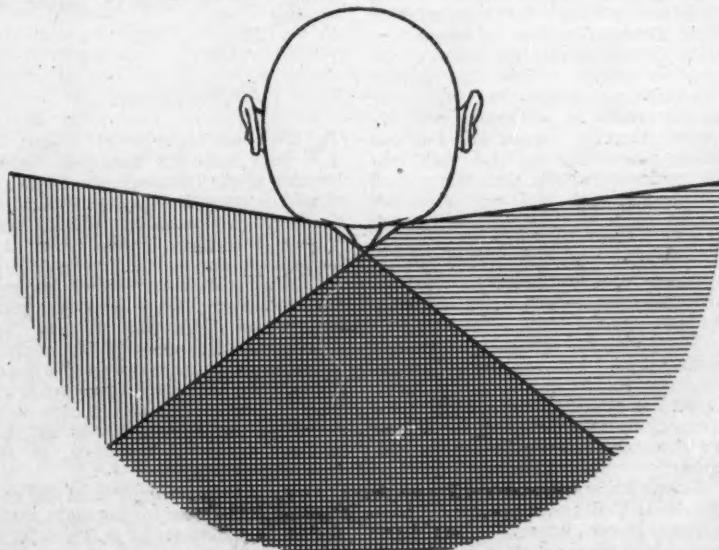
Everybody over the age of fifty or so (in some cases, it may be earlier) needs some focusing assistance for reading. The reason for this is simple. Referring again to our analogy of the camera, the eye has to be focused from distant objects to very near ones, and as the photographer will know, it is not possible to keep objects at both these distances in focus at the same time. The adjustment in the camera is made by moving the lens nearer to or farther from the sensitive surface.

In the eye, the adjustment is carried out by means of a tiny muscle which actually alters the curvature and, therefore, the power of the little lens which focuses the distant object on to the sensitive layer at the back of the eye—the retina. It is commonplace knowledge and experience that one can neither run so fast nor so far, without tiring, at fifty as one could at twenty. What applies to the muscles of the legs also applies to the focusing muscles of the eyes—they become less sprightly with the passage of time. Furthermore, and what is perhaps more important, the lens in the eye itself becomes harder and less resilient as time goes on, so that the same amount of muscular energy produces a lesser amount of focusing change. When this condition is reached, therefore, the motorist finds it more difficult to read the names on his map and his wife more difficult to thread her needle.

The remedy is a simple one. It is to place before the eyes lenses which will focus objects at a near distance. But these lenses will, at the same time, make distant objects out of focus, and in order to overcome this disadvantage, various

gives the greatest convenience. Fortunately, the lower part of the field of vision is not of great importance in distance seeing, so no real hardship ensues from putting that part out of focus.

Many motorists find that with bifocals they are able to see the dashboard instruments through the reading segments, but, on the other hand, there are some who prefer to read their instruments through their distance lenses. There has recently been introduced a new type of spectacle which aims to provide the best of both worlds. In these the "segments" are removable, so that for driving one can wear only the distance correction and for reading or for use in the office or for



Field of vision of normal eyes, giving binocular vision over a little more than a semi-circle

## Disconnected Jottings

### Tyres and c.f.

I WAS talking tyres the other day to a man who should know, and asked him how close high-performance cars were to the critical speed at which the current weight of tread might begin to be thrown as a result of centrifugal force. He reckoned that the speed in question was about 120 m.p.h., after which tyre technique was much more dominated by the need to make the tread stay on than to promote length of wear. The formula in question is

$$F = \frac{WRn^2}{2936} \text{ lb}$$

where W=weight in lb, R=radius of wheel plus tyre, n=revolutions per minute. Work that one out and you will see that c.f. varies as the square of the r.p.m.



You can imagine

### Lighting-up Time

HAVE you noticed the hallucinations which mercury vapour lighting gives rise to? When it first came out we thought how wonderful the blue illumination was in comparison with the four-square gas lamps or the pre-war electric. Now that sodium discharge puts it to shame, particularly in fog conditions, we realize how imperfect mercury vapour is. For one thing, pedestrians and dogs fade into insignificance so that they merge with the background, and one often becomes aware of them only when they move. Apart from losing things which are there, you can imagine cars coming towards you, or emerging from a side turning, which are definitely hallucinations.

There is the annoying no-man's visibility land between the islands of brightest intensity, too. Neon tube lighting is better, but no substitute for the sodium discharge, and the sooner we become universally orange the better.

I don't know whose side I am on in the Eton College-urban council *con-tretemp*s over lighting. You have probably read about it in the papers: a scheme was proposed for the main, and in place: dangerously narrow,

Windsor to Slough road, but the college frowned upon the uglier aspects of the plan. The Royal Fine Art Commission was called in for an opinion, but the Eton urban council decided to carry on with the original scheme and stand firm against the college's disapproval. The matter still rumbles on, however, and questions will be asked in the House when Parliament reassembles.

I am by no means blind to aesthetic standards, but where it is safety against preservation of previous centuries, I come down every time for the best that modern science can provide. With the proviso, though, that innovations should be made with an eye to keeping beauty wherever possible.

### All's Fair?

ACCIDENTS "dramatically reduced," says an article in the November *Reader's Digest*, of results obtained from a road safety drive in Washington State, America. But the methods used leave a nasty taste in the mouth: unmarked patrol cars, radar devices, helicopters and spotter planes, synchronized cameras, and "drunkometers" (as filthy-sounding as the alcoholic breath they measure). The object was to catch the reckless drivers; even in this worthy cause, however, the campaign smacks of the police state. All is not fair, even in a war waged against the lawbreaker, and I think that feeling, illogical as it may be, arises because driving rights and wrongs are so much a matter of opinion.

### Nocturnal

NEWS for night-hawks! Men, if your activities result in much burning of the post-midnight filament, dipped or otherwise, you are now specifically catered for on the radio by that friendly long-wave station, Paris. At midnight in Paris—11 p.m. to you and me during the winter—every day including Sunday, *Route de Minuit* goes on the air, addressed to *tous les routiers, tous les automobilistes, et tous les voyageurs* . . . and we are wished *bonne route*, and urged *soyez prudent!* That is about all the speech concerned; thereafter, until two o'clock in the morning, music is broadcast, of all types but mostly light.

This is a thoughtful, pleasant and reassuring programme for the night road, and as the station seems to broadcast a classical concert earlier in the evening on nearly every day of the week, I find myself subsidizing the B.B.C. each year

for the benefit of others, for I rarely listen to it.

What one hopes is that the onrush of "telly" in this country will eventually leave the sound radio stations to provide a similar useful type of programme over here. Perhaps, then, sponsored sound radio will be permitted, so that the motoring organizations can, with some of their income, sponsor a musical programme for the six million vehicle drivers of this country who can, theoretically, be on the road at any one time. In the meantime, à Paris, mes amis de la nuit!

### 'Tweeny

**I**F I had not liked Gloucestershire before, waking up to find an enormous lavender bag under the pillow would have converted me. There is a distinctive character about that part of England, apparent in the names they give to lanes (Gambles Lane, Two Hedges Road, Toby Field Road, Pecked Lane—to name a few) and in the local accent. I am always a little surprised to find that the county is so near to Wales; it is, indeed, an in-between shire—not really in the Midlands, yet not south either—like the maids who used to hover between oven and dustpan in a Victorian household.

Depending on the season and time, the journey from London can be quite pleasant and A40 is a good direct route if not much traffic is about; an alternative way which I have a warm spot for is Reading, Goring, A417 to Cirencester and from there to Cheltenham. This spa has one of the finest shopping streets I have seen—the Promenade—and a delightful run can be made to the south round Sheepcombe and Painswick way. The roads are as hilly as any in Gloucestershire, but traditional dry-stone walls are not so much in evidence as they are in



Lavender bag

other parts, the countryside nourishing fine upstanding beech and other trees in plenty. Gloucester cathedral, one of the best in the country I was told, was closed when we reached the city, so I must go back that way again.

# CONTEMPORARY CARBURATION

*Problems of Mixture Supply: Charles H. Fisher Surveys the Possibilities*

THE part played by the carburettor manufacturer in keeping in step with engine and fuel developments was recently surveyed by Mr. Charles H. Fisher, development engineer of the Zenith Carburettor Co., Ltd., in a Paper read before the Institution of Mechanical Engineers.

One of the problems facing the carburation engineer is the gradual encroachment on space under the bonnet. Stylists are demanding lower bonnet lines and it is becoming more difficult to find room for the carburettor and air cleaner. This is particularly so on American cars; the majority use the V-eight layout, which dictates a hump in the middle of the engine for the induction manifolding and carburettors.

At the present time there are two types of carburettor in

cerned, there is a lack of modern carburetors of this design

The author discussed two of the major problems which have become prominent in recent years: icing in winter and hot starting difficulty in the summer. Both of these became prominent after the introduction of premium fuels in Great Britain in 1953, and since 1945 in America. Having coincided with the introduction of premium fuels, they were doubtless associated with increased volatility.

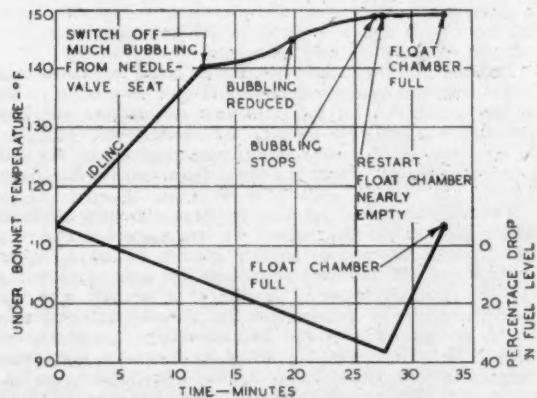
Icing is not necessarily associated with cold weather. It usually occurs when the ambient temperatures are between 30 and 60 deg F with a high humidity factor, as shown on the graph. There are other factors involved: one speaker pointed out that such temperature conditions occur in Britain about 80 per cent of the year.

## Secret Enemy

It is questionable whether many motorists are aware of the formation of ice in the induction system. All the driver knows is that during cool, damp weather he encounters stalling with certain fuels during the warming-up period. As the fuel evaporates it removes heat from the surrounding metal parts and considerably lowers their temperature. If the ambient temperature is low enough and if the fuel is sufficiently volatile their temperature is quickly lowered below 32 deg F. Any moisture present in the incoming air that comes in contact with these parts therefore begins to form a coating of ice, which appears on the throttle blade and the carburettor barrel adjacent to it. If enough moisture is present this ice continues to build up until the entire top and edges of the throttle blade are coated. If the throttle is closed the ice present reduces air flow past the throttle blade until the engine speed is reduced to stalling point.

The critical factor with carburettor icing is high humidity rather than low temperature. Below 30 deg F the quantity of moisture present is small. Above 60 deg F, although there is much more moisture in the air, the temperature is rising above the critical range for ice accretion. The border line is narrow between humidity promoting ice formation through the introduction of water vapour at critical temperatures and retarding it by the release of latent heat.

American engineers, Mr. Fisher continued, often employed extreme methods to combat carburettor icing troubles. In several instances the carburettor body incorporates an internally cored passage through which the exhaust gas or coolant water is circulated. The exhaust gas method is troublesome because the products of combustion attack the carburettor body and cause porosity. So far,



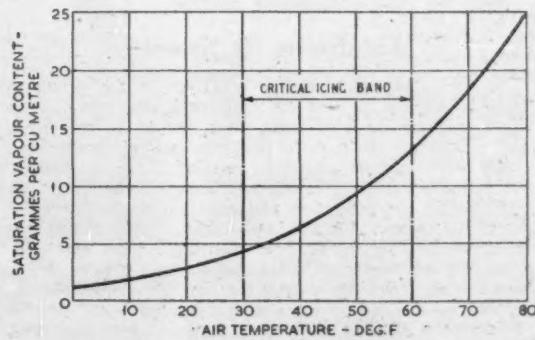
Results of vaporization tests carried out in hot weather. The car was run for 10 miles and then the air silencer elbow and carburettor float chamber cover were removed. The bonnet was closed and the engine idled in the sun for 12 minutes before switching off. Fuel boiling in pump and supply line continued for 20 minutes. It required four minutes of idling to refill the float chamber to the correct level

production, the open choke and the constant vacuum. In America and on the Continent the open choke is universal, but in Britain both types are used. With a few exceptions, mainly fitted to high performance sports cars, the majority of the open choke carburettors produced are of the down-draught pattern. The constant-vacuum type, represented by the S.U., are mounted either horizontally, or at approximately 30 deg from this position, when they become known as the semi-down-draught type.

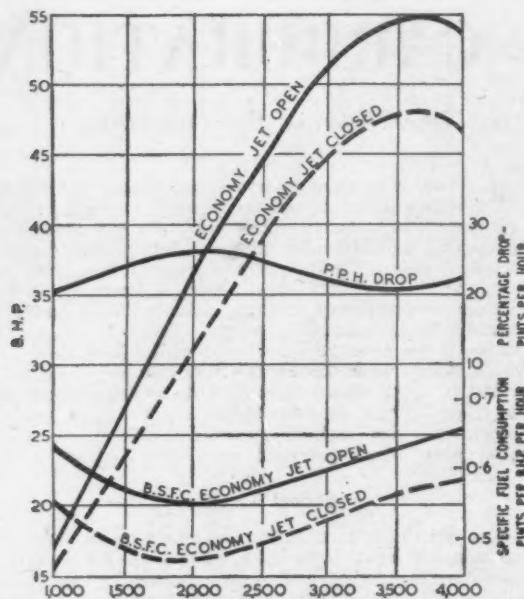
The present low bonnet style, said Mr. Fisher, is having its effect on carburetor design and over the past few years the downdraught type has become much shorter in length of air passage. Theoretically, the longer carburettor is a better design because of its pressure recovery across the venturi, but to date the carburettor engineers have met the need for shorter units by clever design. Contributors to the discussion thought that this process of shortening was perhaps reaching the limit and that some further thought on the disposition of the carburettor might be required.

One method of taking full advantage of the downdraught system while retaining carburetors of normal length is to incline the engine in the chassis, as in the 300SL Mercedes. An added advantage in this layout is that the mixture is fed vertically and directly into the inlet ports, resulting in excellent filling.

It was pointed out during the discussion that there may well be a reversion towards horizontal carburetors, all high-performance engines, except V-eights, at present using this type of component. Furthermore, so far as British manufacturers of open choke carburettors are con-



The critical icing band, showing the wide difference in the amount of moisture sustained by the atmosphere over the range of temperatures likely to be encountered in Great Britain. Below 30 deg F moisture content is small; above 60 deg F moisture content is greater but the temperature is not critical



Economizer characteristics with a carburetor of the power jet type. Figures were first taken at approximately 90 per cent throttle opening with the power jet open. The power jet valve was then closed and the engine speed restored. With mixture adjusted for part-throttle economy a fall of 12 per cent in power must be expected. If adjusted for maximum power with no economy, part-throttle consumption would be excessive

British manufacturers have avoided either of these steps, preferring to keep the carburetor cool by insulating it from radiated and conducted heat.

Any steps taken to reduce icing troubles by providing heat at the carburetor body accentuate the troubles at the other end of the scale owing to vaporization in hot weather. These make themselves evident chiefly by difficult starting when the engine is hot. This can be caused by boiling of the fuel in an engine-driven fuel pump as a result of heat picked up from the crankcase through the mounting flange. It is often wrongly assumed that difficult hot starting is caused by a rich mixture owing to fuel being ejected into the induction manifold by percolation in the carburetor. In Mr. Fisher's experience the main cause was boiling in the pump and fuel line, which forces the carburetor needle off its seat, raises the level in the float chamber and thus causes flooding. Hot starting difficulties may also be due to an over-weak mixture, because fuel in the carburetor and engine-operated pump has boiled away. A chassis-mounted electrically operated fuel pump is most effective in combating these vaporization troubles.

#### Additives to the Rescue

The fuel companies provide additives in the petrol to combat all but the most severe icing conditions, but there is a limit to their range if volatility is not to be sacrificed. Another method is to use a two-positional air intake and insulate the carburetor from engine heat. Speakers quoted the extremely efficient and cheap method used on the Fiat 600; the induction and exhausts are on opposite sides of the engine. On the intake side of the air cleaner a duct is provided to pick up heat from the exhaust manifold, for use during winter. During the summer a control bypasses this and cool intake air is used. This simple solution may well be adopted by other manufacturers.

There is a distinct difference between American and British cars in the adoption of the automatic choke. In America it is universal, but although it has been used on British cars in the past there is now a decided preference for a hand strangler control which can be operated with greater economy. The automatic choke is excellent for cold start-

#### CONTEMPORARY CARBURATION . . .

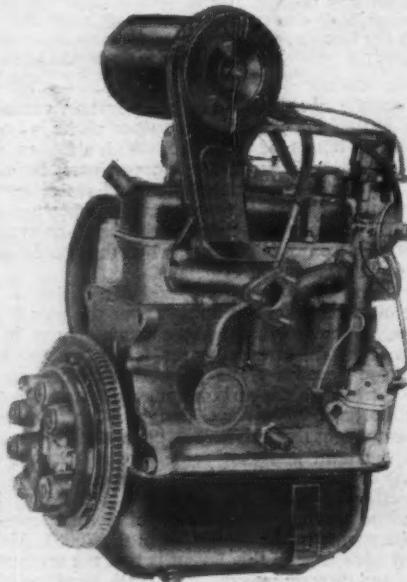
ing, but it has disadvantages, one of which is causing heavy fuel consumption on very short journeys.

With the open choke type of carburetor it is necessary to provide a range of jets for power and economy conditions. A curve is reproduced which indicates the necessity for this economy provision. If the mixture is adjusted for part-throttle economy a drop of 12 per cent in maximum power must be expected. Alternatively if the mixture is adjusted for maximum power without economy fuel consumption at part throttle would be excessive. It is important to arrive at these settings under road conditions. Opinion was expressed during the discussion that although the carburetor manufacturer can make provision for economy running it can also be achieved by suitably gearing the car for this condition. The results achieved by the use of overdrives show gains of the order of 16 per cent on fuel consumption.

One of the items affecting carburation is the exhaust back pressure necessary to produce the degree of silence demanded today. It is not unusual to record figures of 5.6 lb per sq in; 3 lb per sq in is quite common. This has a pronounced effect upon the maximum power developed by the engine and is a factor which must be taken into account when tuning the carburetor on the test bed.

Looking into the future, Mr. Fisher could not visualize a petrol injection system which would give as good a result as the carburetor for the same cost on medium and low powered vehicles. He thought that there would probably be an extension of its use for high powered sports cars and possibly in the big engines of the more expensive American cars.

These views on fuel injection were not shared by all those taking part in the discussion. It was suggested that the trend would be towards smaller engines having a higher speed range. If this were so it would be difficult to maintain the required degree of flexibility, particularly with the fixed choke type of carburetor. There was already evidence of this on some high-powered Continental cars which used dual-choke carburetors, a primary choke for the low speed range with a secondary choke coming in at higher revs for full power. The constant vacuum type of carburetor avoids this complication and we may well see further use and development of this type.



On the Fiat 600 engine, with exhaust and induction manifolds on opposite sides, a two-positional control is fitted to the air cleaner which allows air to enter directly for summer use. Warm air is ducted from the exhaust manifold for winter running

### Very Long Rack

**N**EW Viceroy roof racks are of great length, and they are meant for small and large station wagons with steel bodies and roofs. There are alternate steel and wood slats, the latter being ordinary pine, screwed to the chassis, and easily renewable. They stand up above the steel ones.

An unusual feature is telescopic end pieces, costing 10s each. They extend the racks by 2ft.

There is a great variety of sizes. The smallest is 2ft 11in wide and 4ft 2in long (without extensions). It costs £6 10s. The range progresses in small steps to the largest size, 4ft 2in wide by 5ft 8in long, and this is £7 7s 6d.

The frames of the racks are very strong, side and end members consisting of curved pieces joined by pillars to straight tubes. There are four clamps, located at



A Rolls-Royce in detailed miniature and (below) the new universal Goodyear valve for tubeless tyres

## ACCESSORIES

the corners, where they have strong anchorage.

The makers, Viceroy Sales, Ltd., 29, Mortimer Market, London, W.C.1, are making their products in black or silver-grey enamel finish.

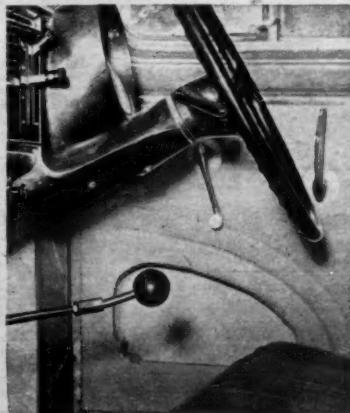
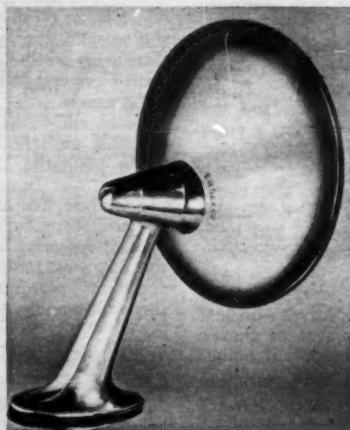
### Show Model

**A**HANDSOME little toy that can be obtained quite cheaply (2s) from all branches of Woolworths is a model of the 1911 Rolls-Royce made by Airfix Products, Ltd., Haldane Place, Garratt Lane, London, S.W.18. This is in the form of a model kit with the pieces pressed in plastics which, when assembled, form a handsome scale replica about 6in long. There is a transparent plastic windscreen and side windows and the head is folded down. The model is not suitable for rough usage by children but is, in fact, a cheap form of *objet d'art*.

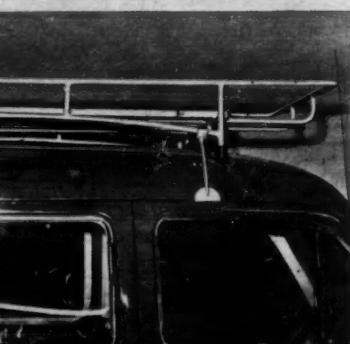
### Tyre Valves

**T**HREE have been two kinds of valve base for use with tubeless tyres—the rubber snap-in, which was quick to fit, and the metal clamp kind. The need for the latter arose from the well depth of older types of rims.

The Goodyear Tyre and Rubber Co. (Great Britain), Ltd., Bushbury Road, Wolverhampton, has produced a new snap-in valve, which is applicable to all



The Cosmic wing mirror; a gear lever extension for small Standards; and the very long Viceroy station wagon rack, with its end extensions



rims. It is inserted in the rim from the tyre side of the aperture.

From a private owner's point of view a tubeless tyre is difficult to fit, because a high-pressure air blast is used to "jump" the beads on the rims, and that requires a garage air line. But it is otherwise quick and easy, and there much of the attraction to car manufacturers lies. Not involving a floppy inner tube, tubeless tyres cut down the time required to fit tyres at factories. It is not impossible to visualize automatic machinery which would fit them under the care of a supervisor.

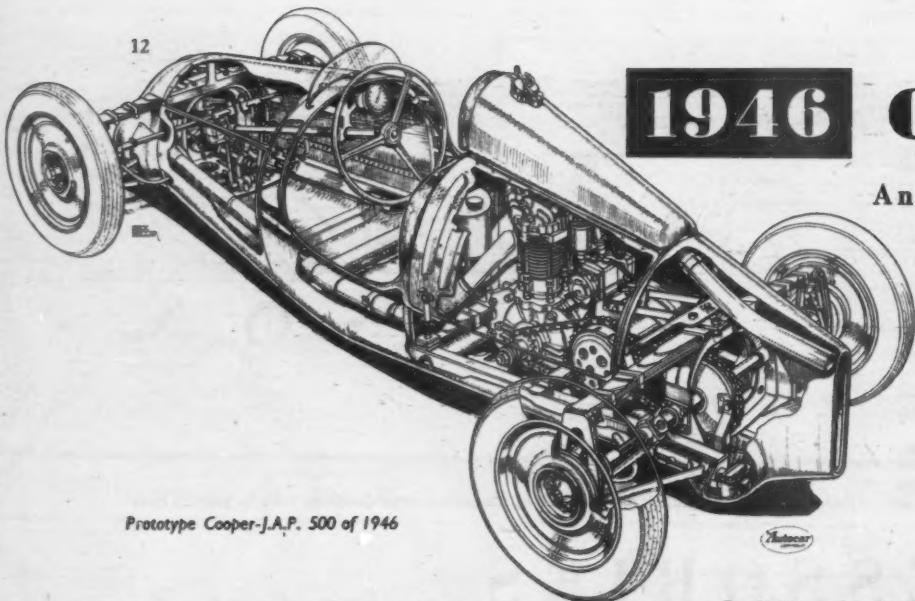
### Extending Standard Gear Change

**A**GEAR lever extension for Standard Eights and Tens is introduced by Weston Electric Units, Ltd., Station Road, Foulbridge, Colne, Lancashire. It costs 7s 6d, is well made, and is soundly chromium plated. The cranked angle seems right. The Standard does not have too long movements in its gear change (which would be exaggerated by a longer lever); and the extension brings the knob very nicely to hand for many drivers.

### Wing Mirror

**A**WING mirror is being made by Cosmic Car Accessories, Ltd., Bescot Street, Walsall, Staffordshire. It is inexpensive, costing 19s 6d. The head is fully adjustable, and a plated cap-nut locks it.

The mirror itself, in the sample inspected, was clear and true. It was convex. Its frame fitted tightly, so there should be no risk of damp getting behind. The chromium plating was generally smooth, with a little minor roughness in the awkward places. But the body was brass, and it would therefore not be one of those rust-prone accessories.



Prototype Cooper-J.A.P. 500 of 1946

# 1946 COOPER

An Appreciation of

Achievement by

Partnership

By

DONALD PETERS

**W**E are so accustomed in these days to large entries in all classes of racing events that it is amusing to read in this journal's account of a Prescott Hill Climb in 1946 . . . "that other extremely interesting 500, the Cooper, which is practically two front ends of a Fiat Mouse, propelled by a dirt track J.A.P. engine. . . ."

Trouble intervened at this particular meeting and the car, driven by John Cooper, was unsuccessful. But a week later, at the Brighton Speed Trials, he won the 850 c.c. racing class handsomely, to everyone's surprise.

The car was built in the family garage on the Ewell road at Surbiton, Surrey, by John and his father, Charles Cooper—a man of great racing experience who had been connected with Kaye Don in the preparation of his Wolseley Viper, 4.9-litre Bugatti and Silver Bullet.

It did, indeed, use Fiat suspension components, and the single-cylinder engine, mounted behind the driver—on leaf springs to minimize vibration—in the box section chassis frame, drove the solid rear axle by chain through a motorcycle clutch and gear box. A power output of 40 b.h.p. on alcohol fuel, combined with a dry weight for the car of only 540 lb, enabled the Brighton standing-start kilometre to be covered at an average speed of 62.48 m.p.h., and it was capable of exceeding 100 m.p.h.

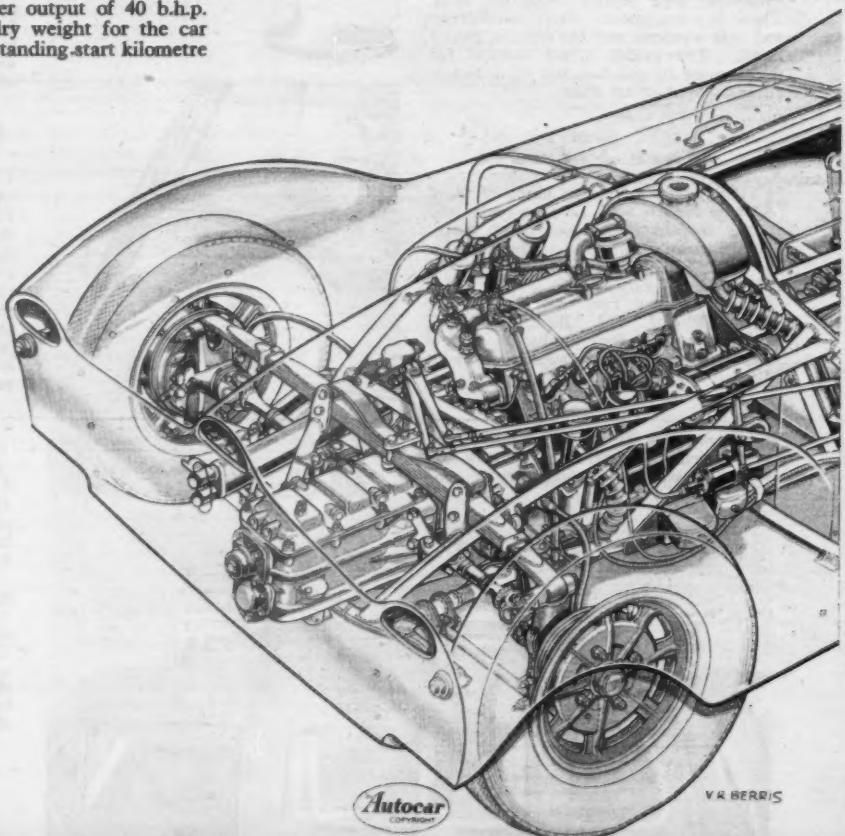
A second car, similar to the prototype, was built for Eric Brandon, and interest was aroused to the extent that orders for 12 more cars were received. However, before these could be completed, a further dozen had been ordered. Space allocated to racing car construction encroached more and more upon the garage, and the staff, which numbered three in 1947, grew steadily to its present strength of 24.

At a meeting of enthusiasts in Bristol just after the late war, the 500 Club (now the British Racing and Sports Car Club) was formed, with John Cooper as one of the founder members. From this small beginning 500 c.c. racing has grown to international importance as the Grand Prix Formula 3.

In 1947, racing in Britain was confined mainly to hill climbs and speed trials, although an airfield race meeting was held at Gransden Lodge, where Brandon's Cooper was the sole finisher in the 500 c.c. race. This driver scored class wins at Shelsley, Prescott, Poole and Southsea, while John Cooper again won his class at Brighton, this time at 68.68 m.p.h.

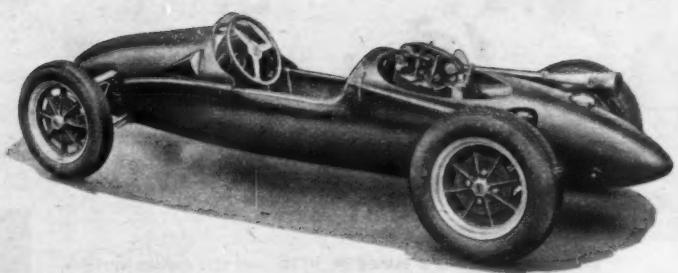
Light alloy wheels of Cooper design were standardized for 1948 and the 996 c.c. twin-cylinder J.A.P. engine was made available. Orders were received from Sweden, Belgium and France, while among the home orders was a car for one "S. Moss."

The 1-litre cars were an immediate success, and at a Prescott meeting our reporter wrote that the sensation of the day was John Cooper's drive, with immense élan and excellent judgment, to record a time less than a second slower than that of Bob Gerard's 2-litre E.R.A. Eric



# CARS 1956

Ten Years of Effort and  
the Famous Father-and-Son  
at Surbiton



1955 Mark 9 Cooper. J. Russell won the National 500 c.c. Championship with one of these cars this year—second successive victory for Coopers

Brandon and John Cooper shared most of the half-litre class wins and Stirling Moss had his first victory when he easily won the 500 c.c. race at the inaugural Goodwood meeting.

Half-litre cars were being built on the Continent, and the next season saw Cooper victories in Finland, Belgium, Sweden, Holland, Norway and Denmark, and an 1100 c.c. win by Stirling Moss at Lake Garda. Peter Collins, then seventeen, won a Goodwood race in a Cooper. The late "Curly" Dryden was the first to use a Norton engine. Incidentally, Volkswagen and Harley-Davidson engines have been installed in Cooper chassis!

The cars were now in serious production and for 1951 a new stiffer, lighter chassis was designed, using tubes in addition to box-section side members. Cooper's own rack and pinion steering was fitted, and frontal area reduced. These changes were needed, for competition from Stirling Moss (Kieft) and the late Alf Bottoms (J.B.S.) was intense.

However, work had begun at Surbiton on a more ambitious project and in January, 1952, a Bristol-engined single-seater was announced for Formula 2 racing. Cooper's

policy of simplicity allied to the use of well tried components was continued, and the chassis was, in the main, a larger version of that on the current 500 c.c. car. Normal forward engine mounting was chosen and independent suspension retained for all wheels by means of tubular wishbones and transverse leaf spring. The 2-litre Bristol engine, although not designed as a racing unit, was eventually developed to produce over 140 b.h.p., which, with a dry car weight of 9½ cwt, gave 287 b.h.p. per ton.

Although a good performance was expected from this model, nobody would have predicted the great success which it achieved during its first season. By a happy coincidence, Mike Hawthorn, beginning his first year of serious racing, chose to drive a Cooper-Bristol. Starting with that memorable Goodwood meeting at Easter when he won the Formula 2 and *Formule Libre* events and was second to Gonzalez (Thinwall Spl) in the Formula 1 race, he went on to a first at Boreham (F.2), 2nd in the Ulster Trophy (F.1), 4th in the European G.P. at Spa, 3rd in the British G.P. and 4th in the Dutch G.P., among other successes. The Ecurie Richmond was also prominent during this season with both Formula 2 and 3 Coopers, driven by Alan Brown and Eric Brandon.

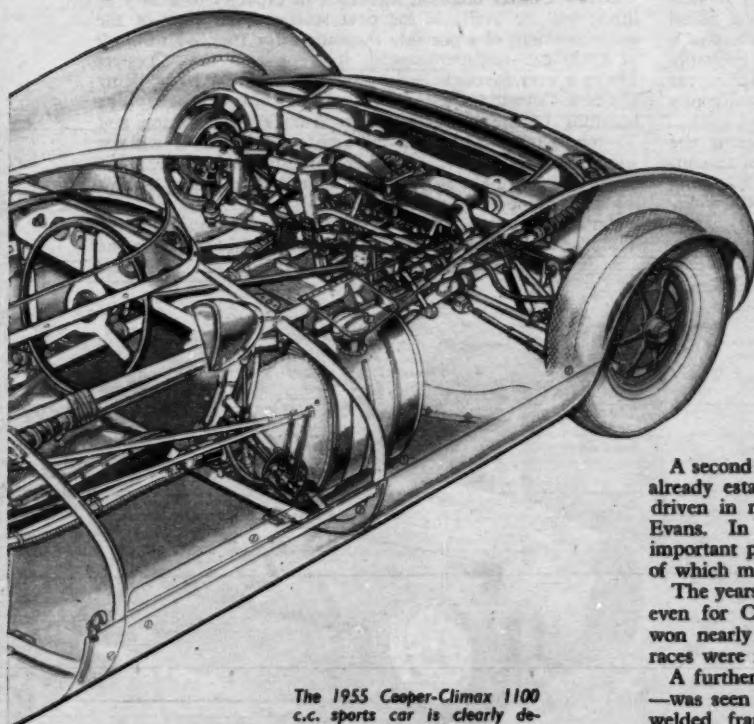
In 1951 a car was built to attack records, and by virtue of a semi-recumbent driving position and horizontal steering wheel, an extremely low frontal area was achieved. The Bedding family—father and son—who make the Cooper bodies, excelled themselves with this car, as a glance at the accompanying photograph will show. At Monthéry, John Cooper and Bill Aston broke international records in the 350 c.c. and 500 c.c. classes for distances of 50 to 200 kilometres at speeds from 99.30 m.p.h. to 77.11 m.p.h.

This car, driven by John Cooper, won the 500 c.c. race at Grenzlandring, Germany, in 1952 at an average speed of 102.66 m.p.h.—the first time that a 500 c.c. race had been won at over 100 m.p.h.—and was victorious at the Avus track, Berlin, the following year, in spite of being delayed by a crash.

A second fully streamlined car improved upon the records already established, though it was actually intended to be driven in road races by Stirling Moss and Stuart Lewis-Evans. In this it was unsuccessful, but it played an important part in the evolution of a later sports-racing car, of which more anon.

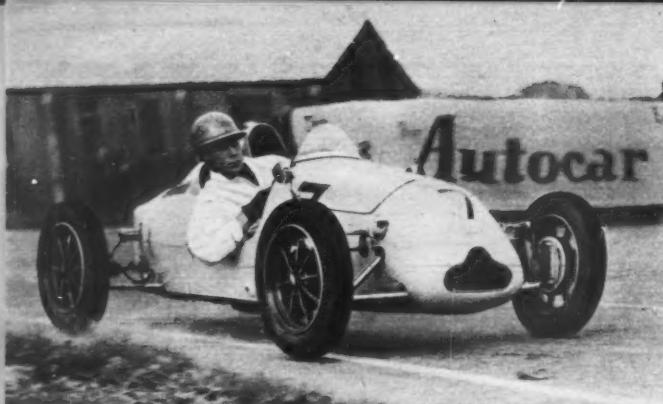
The years 1952 and 1953 had been exceptionally successful even for Coopers, and works drivers or private entrants won nearly every Formula 3 race in every country where races were run.

A further development of the 500 c.c. car—the Mark V—was seen in 1952. For the first time an all-tubular, arc-welded frame was used, to increase rigidity and reduce weight. There was an extended use of magnesium alloy castings, this material being employed for the final drive chain sprocket and its housing, rear hub carriers and brake back plates, as well as the integral wheels and brake drums.



The 1955 Cooper-Climax 1100 c.c. sports car is clearly descended from the long line of successful 500 c.c. racing machines and forms a possible basis for future Grand Prix designs

Goodwood, September 1948. Stirling Moss has his first win, driving a Cooper 500—and there were many more to come



The net result was a saving of 50 lb over the earlier version, and lower rate springs were fitted to improve road holding.

Similar treatment to the Cooper-Bristol for 1953 brought the weight down by  $\frac{1}{2}$  cwt to  $9\frac{1}{2}$  cwt and power output rose to 150 b.h.p. which improved the b.h.p. per ton figure to 325. Brakes were increased in diameter from 10 to 11in to cope with the greater performance; the drums, previously integral with the magnesium alloy wheels, were separate castings. Tyre wear was not rapid enough to warrant centre-lock hubs even for long races. Regular spectators at British races are familiar with Bob Gerard's consistent and masterful handling of one of these cars and his B.R.M.-baiting in *Formule Libre* events.

Meanwhile 996 c.c. and 1,098 c.c. J.A.P.-engined cars were showing astonishing speed but indifferent reliability. They were, and still are, in their element in sprints, and soon Ken Wharton was to begin his assault on British hill-climb records with one of these cars, powered by a blown 996 c.c. J.A.P. engine. Present record holder at Shelsley, Craigantlet, Prescott, Bo'ness, Bouley Bay and Rest-and-be-Thankful (the last four on Coopers), he has been R.A.C. Hill Climb Champion four years running.

The list of those who have driven Coopers is long and includes Juan Fangio, the late Raymond Sommer and Harry Schell. Nuvolari was very intrigued with the 500s and expressed a desire to drive one, but unfortunately his failing health prevented him.

It has been Cooper's policy to develop sports models from the racing cars. The earlier Cooper-M.G. was based on the Formula 3 chassis, and the 2-litre sports car was a logical step from the Formula 2 Cooper-Bristol. Probably the most notable success for the Bristol-engined sports car was Alan Brown's win in the 1954 British Empire Trophy Race at Oulton Park.

The largest and most powerful model to date is the Cooper-Jaguar sports, which has chassis tubes bent to conform to the general shape of the body, thereby eliminating the need for extra panel support members. When exhibited at the Brussels show in 1955, it drew praise from no less a person than Pinin Farina. For this design, upper suspension wishbones are used rather than the transverse

The Mark 2 Cooper-Jaguar chassis has the D-type dry sump engine and Dunlop disc brakes. Like all Cooper chassis it is a fine example of the welder's art and the tubes conform to the body shape

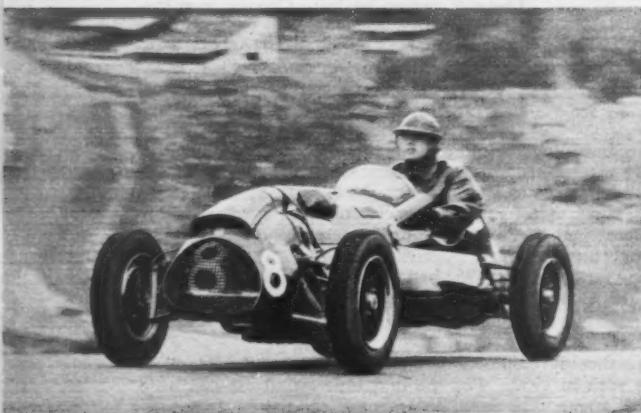


leaf spring for wheel location, in view of the higher loads imposed in this heavier car.

Experiments with ballast in the second record car at Brands Hatch and Silverstone led to the introduction of the remarkable 1,100 c.c. sports car with Coventry Climax engine. A central driving position and rear engine location are unusual for a sports car, but the low frontal area and light weight achieved have enabled this model to win nearly every 1,100 c.c. class in international events during 1955.

A few Climax engines, increased in capacity to nearly  $1\frac{1}{2}$  litres, will be available for next season. In view of the announcement of a possible Formula 2 for 1957 with a limit of 1,500 c.c. unsupercharged, it is obvious that Coopers are in a very favourable position. A Formula 1 car, using the new Coventry Climax V8 engine, is also planned. The handling of the sports car with rear engine position and 75 b.h.p. output has proved satisfactory, and it will be interesting to discover whether this still holds when 250 b.h.p. and more are available for Grand Prix racing, assuming the engine remains at the rear.

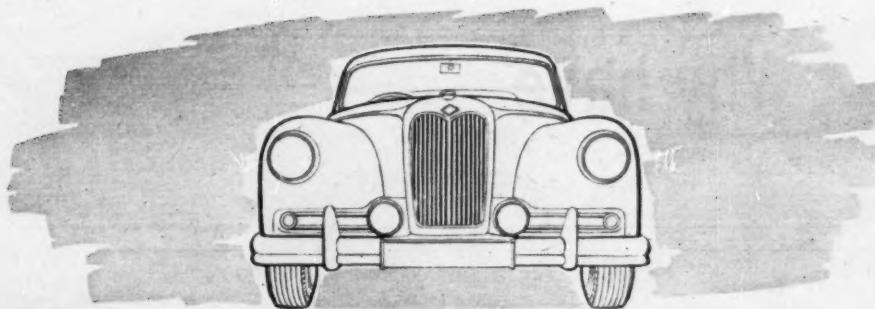
An interesting design of suspension is used on all models. The transverse leaf springs are not clamped centrally to the chassis, but are restrained by two separate sets of rollers



Mike Hawthorn (Cooper-Bristol) on his way to fourth place in the European Grand Prix at Spa in 1952. Coopers also finished in fifth and ninth places in this event



Bob Gerard (Cooper-Bristol) on the grid before the start of the 1954 British Grand Prix at Silverstone. This is one of the later cars, with tubular chassis



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# Why have 700,000 British motorists changed to Shell X-100 Motor Oil?



In March, 1952, Shell first introduced the detergent motor oil, Shell X-100, with these bold promises : Shell X-100 is detergent. It keeps engines clean. And it fights acid action, main cause of engine wear. *Use Shell X-100 and your engine will stay young and lively twice as long.* These promises have been kept.



Over the last three years race after race has been won on Shell X-100. Hundreds of thousands of private motorists using Shell X-100 have found their engines working better, lasting longer—and many have written to say so. Engine designers have been able to build better-performance engines round this new kind of oil. Shell X-100, the first oil to be designed for modern conditions, has created a new tradition in lubrication.



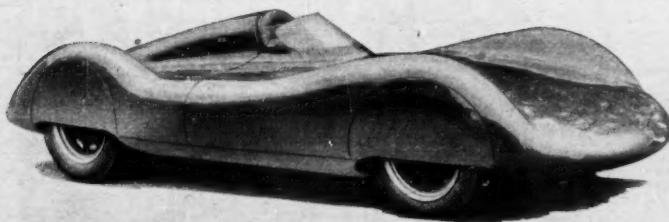
Shell X-100 has passed the vigorous test of time and the new idea is spreading fast. Every year 100,000 more British motorists change to Shell X-100. For as engines become more powerful and performance grows, so does the need for this modern oil. Use Shell X-100 in your car. You will be delighted by the difference it makes.

LATEST SHELL DEVELOPMENT!  
Shell have now added Shell X-100 10W/30 to the Shell X-100 range.  
This multigrade oil has already been approved by most British car manufacturers.



## keeps engines young

*It fights acid action—main cause of engine wear*



The body of the record car is extremely pleasing to the eye as well as being highly efficient aerodynamically. Both this and a second record car were eventually sold to America

John Cooper under rather than behind the wheel of the car in which he and Bill Aston (standing) successfully attacked 350 c.c. and 500 c.c. International Class records at Montlhéry in 1951

## COOPER CARS . . .

above and below the leaves. This enhances roll stiffness, and Coopers were the first to use the principle at both front and rear. Lateral location is achieved through the short, curved upper leaf. Much experimental work was done on suspensions for the 500s in the early days. Both swing axle and De Dion layouts were tried at the rear; also designs with no roll resistance. Tests were made with a fully forward driving position and central fuel tank and experiments with a streamlined car built for road racing even included a front-mounted steering fin!

Practically all machining is done on the premises and the chassis frames and wishbones are welded in jigs made in the toolroom. The number of cars which have been built over the years is these very small works is astonishing, the figure to date being 508. Quantities of the various models are 90 1,000 c.c. and 1,100 c.c. racing cars, 20 Cooper-Bristol (F2), 6 Cooper Bristol Sports, 6 Cooper-M.G.s, 6 Cooper-Jaguars and 20 Climax-engined sports cars, while no fewer than 360 500s have been made. The Cooper Car Company can lay claim to be the largest producers of racing cars in the world.

Exports have risen this year to nearly 50 per cent of production, and cars have been sent to U.S.A., Canada, New Zealand, the Argentine, Australia, Casablanca, South Africa, France, Belgium, Holland, Germany, Finland, Denmark, Sweden, Norway, Italy, Ceylon, Malaya, Rhodesia and Eire; one has even found its way into the Eastern Zone of Germany.

Mention of exports is liable to bring forth wrathful comments at Surbiton owing, it is understood, to experience of official red tape and lack of co-operation from Government departments.

In addition to the names already mentioned at Coopers are those of stalwarts Owen Maddocks, draughtsman (better known as the Beard), works foreman Ernie Looker, chassis welder John Kelly, racing mechanic Gordon Whitehead, office manager

Work in progress in the Cooper works on 500s and sports models. A chassis welding jig, made in the toolroom above, can just be seen beyond the three sports car chassis

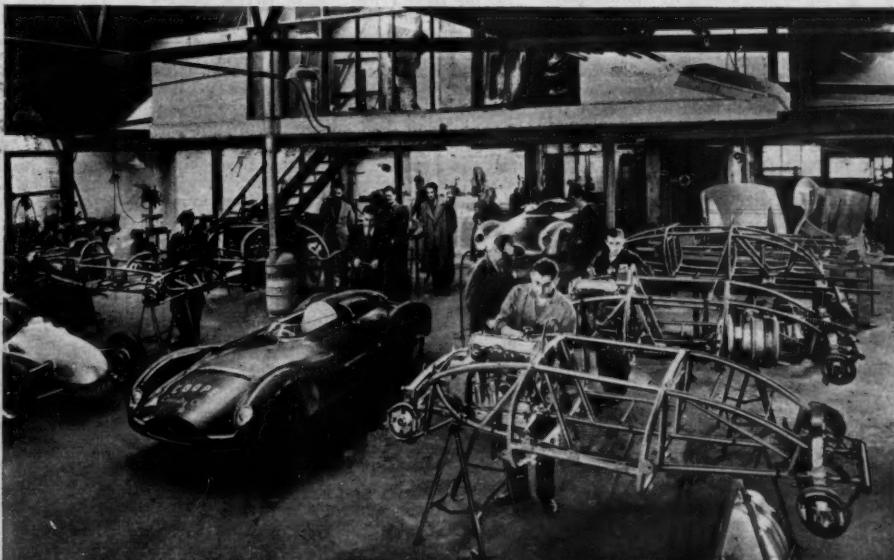


Stan Ridgeway, service manager Ron Searles, and Dougie Johnson, who looks after the fitting shop.

At a time when racing enterprises are often supported by large industrial organizations, it is refreshing to find that at Coopers they design, build, develop, race and sell racing cars and pay their way. They even find time to do work for others, an example being the design and construction of the frame for the prototype Vanwall G.P. car.

One cannot fail to have great admiration for John Cooper, who has shown an exact appreciation of the design features necessary for consistent racing success, the more so as this ability has not sprung from any exalted academic attainment. His cars, especially the 500s, have enabled many to take part in serious racing who otherwise would have been prevented on the score of expense. The succession of Cooper victories year after year in all parts of the world has undoubtedly enhanced British prestige.

It is significant that of this country's leading drivers, Stirling Moss, Mike Hawthorn and Peter Collins began racing in Coopers.

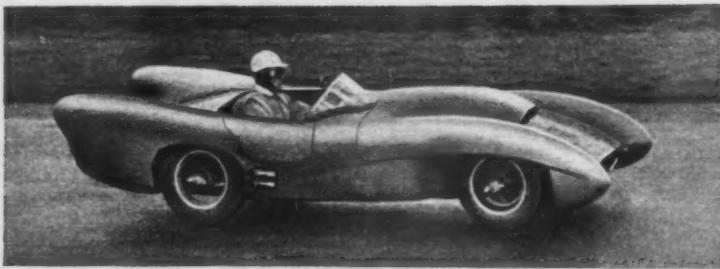




## RODEO AT THE BAR B-Q

Scott-Brown (G.P. Connaught), leading Wicken (Emeryson), Young and Brooks (Connaughts) round Druid's Hill Bend on the first lap of the free formula race

### High Jinks (and Some Good Racing) on the Kentish Prairie



C. M. Lund at speed in the winning Lotus-Bristol in the last race

**O**NE of the mellower memories of Christmas, taking its rightful place after the '43 Clos de Vougeot, is the wet but enjoyable Boxing Day race meeting at Brands Hatch. Best performance of the day must surely have been that of the U.S. Air Force cooks who barbecued the pigs in the mud behind the grandstand; the title pays them tribute. The result arrived in the form of a half-inch filling to soft rolls, oozing and red like tomato ketchup. The taste was delicious and slightly vinegary, like that of a well-skewered shish kebab.

Or there was Duncan Hamilton, dressed as Father Christmas, teetering crazily to earth in a helicopter and making one explore mentally along the lines of people who fly in glass houses *should* have the nerve to drive D-types. One is not so sure about the carols: here we were a-wassailing at Brands, but "God rest you merry, gentlemen," taken too literally, might have meant some slow racing.

Ah yes, the racing. Best performance for my money was that of Archie Scott-Brown in the Grand Prix Connaught—he won the *formule libre* race at 68.09 m.p.h. The Brands Hatch circuit (now getting an admirably permanent look with its new stands) is no picnic for a very powerful car in the wet, for it winds round about and up and down like a demented snake. Scott-Brown is not a G.P. exponent and might have been expected to make mistakes, especially as he was being chased by Wicken in an Emeryson (Alta engine) and Tony Brooks in the Risley-Prichard 2-litre Connaught; this was in the Air India Trophy race of 15 laps. Archie rocked the G.P. Connaught to and fro on the starting line, slipped a chiclet into his mouth just before the flag dropped, and then saw Brooks shoot forward, only to drop back immediately. After that he saw nothing but scenery until he began to lap the others.

Wicken did his best. The Emeryson

purrs round, sounding deceptively slow, but there wasn't much in it for some time; Brooks, who had finished the first lap in fourth position and had then demolished Young's Connaught on lap six, failed to make any impression on the Emeryson. But then Wicken made a mistake on the treacherous bend from Druid's into the Bottom Straight and took to the grass. With great presence of mind he held speed—and, presumably, breath—and motored skilfully back on to the circuit, but the wider arc over the greenery allowed Brooks to cut through on the inside up to Kidney Bend.

It wasn't Wicken's day. On the eleventh lap the green Emeryson could be seen spinning in the distance on Pilgrim's Rise and that let Young through, so the result was Connaught 1 2 3.

There were two breathtaking moments, both in the formula 3 events (two heats and two finals). That downhill bend out of Druid's into the Bottom Straight—where Wicken overdid it—had water draining from the hill right across it and was an invitation to the waltz. In the first lap of the first heat, 22 five-hundreds came hammering down the gradient, with Cowley in his black Petty-Norton out in front. He spun, and looked for a moment like a rock in a tide race. Everybody missed him, and Davis, whose Cooper-Norton had got away with a contemptuous burst of flame from the exhaust as he topped the rise after the start, went on to win at a fine 63.28 m.p.h. in streaming rain.

In the second final for the 500s, E. V. Koring did the same skidding act in his Smith-J.A.P., also without involvement; but in this race it was Ivor Bueb who took the honours, thus making up for his failure to hold off Davis' challenge in the

fourth lap of the heat. He had taken to grass in the heat and not even a fastest lap (65.45 m.p.h.) put his Cooper-Norton back in the first six.

The first final had promised a dogfight between Davis and Parker, always an enjoyable cut and thrust. Parker had won his heat (the second) shooting through the gap in a grid front row of only two cars. Wicken's Cooper-Norton was one of them, and he built up a big lead by lap four. However, the transmission went on the seventh lap and the famous maroon Kieft scuttled past the faltering Cooper as they passed the stand. Don, therefore, was about second favourite for the first final, Davis being in pole position. Alas, David stalled, getting away after half a lap, and could make no progress towards the front in a mere twelve laps, in spite of a fine drive.

But H. C. Taylor, in Welton's red Cooper-Norton, was certainly doing so. He went out in front of Parker, drove steadily and well and stayed there until three laps from the end; and even when the wily Parker had gone on to glory Taylor hung on with not a trace of unsteadiness, finishing 4.2 sec behind. These were notable races in the true tradition of the circuit, and it was fine to see the little cars hurtle over the brow into the Top Straight, the gentle right-hand bend involved causing the great plume of spray behind them to swirl over towards the outside of the circuit like the flounced skirt of a *flamenco* dancer in the market place of Seville.

At about twenty past one the rain began to stop, and just about this time (the programme went like clockwork) the Lex Trophy race was starting—for sports cars up to 1,200 c.c. It was a true-to-form event if you like. Here is the grid front row, Chapman in pole place:—

1	15	2	3
Lotus-Climax (Chapman)	Cooper-Climax (Bueb)	Cooper-Climax (Marsh)	Lotus-Climax (Barnard)

And here is the result:

1. Lotus-Climax (Chapman), No. 1.
2. Cooper-Climax (Bueb), No. 15.
3. Cooper-Climax (Marsh), No. 2.
4. Lotus-Climax (Barnard), No. 3.

Naturally, it was a quiet race, with Chapman coming round stylishly for each of the 15 laps and the car's Coventry-Climax engine sounding as if it would go on till Doomsday without faltering. Bueb tried very hard in the grey Cooper-Climax, the sawn-off tail twitching as he held incipient slides out of bend after bend. Marsh fell away, and at the back two minor duels developed, one between

Adicott's Elva-Climax and Frost's Lotus-Climax (Adicott won) and the other between Lewis (Lotus-Climax) and Hicks (Lotus-Ford). The Climax-engined car proved better.

Farther up in the lap chart was R. McKenzie-Low in an Elva with a Ford engine and the L.R.G. overhead-inlet-valve conversion made by the Bezhill garage which sponsors the Elvas. He did well to hold fourth place. Chapman's speed was high for the conditions—65.52 m.p.h.—and his win further consolidated both his own reputation as a driver and that of his engineering.

That left the last race of the day, also for sports cars. This time they were over 1,900 c.c. and were covering 15 laps for the Martini Trophy. The entry list was not very revealing, but tended to suggest that Scott-Brown might win this race also, perhaps with Cliff Davis on his heels. Trimble and Baxter were driving for Kieft, the former with a C-type Jaguar instead of his more usual Austin-Healey, the latter with a DB3S. Baxter might manage something, but Trimble lacks fire. Mackay Fraser in the 3-litre Ferrari? Possibly. Lund in Anthony's Lotus-Bristol? You see how it was.

21	Tojeiro-Bristol	(C. H. Threlfall)
22	Jaguar	(J. G. Graham Maude)
23	Jaguar C-type	(J. M. Trimble)
24	Aston Martin DB3S	(B. Baxter)
25	Morgan	(D. J. Hayes)
26	Ferrari Monza	(R. Mackay Fraser)
27	Lotus-Bristol	(C. H. Threlfall)
28	Praser-Nash	(V. W. Derrington)
29	Jaguar	(J. B. Blundell)
30	Jaguar C-type	(W. A. Scott-Brown)
31	Lotus-Bristol	(C. M. Lund)

In fact, C. M. Lund streaked away from pole position. Cliff Davis went for a gap which closed and sent him back to try on the left of the pack, and both Threlfall and Scott-Brown were snaking, the former, one would guess, for reasons other than engine, the latter almost certainly because of the power under the bonnet and the wet track.

As a result, the race developed into two interesting studies, one of Scott-Brown trying to use the power in order to catch the beautifully steady Lotus-Bristol, and the other of four cars, quite dissimilar,

which came round in a group all through the race and with only a slight interchange of position.

By dint of leaving his cut-off very late, Mackay Fraser got the Ferrari ahead of the DB3S for a brief instant, but Baxter shot through again on Clearways in the same lap. Cliff Davis forced the silver Lotus-Bristol past the Tojeiro-Bristol on the ninth lap, and the rest were nowhere. But out in front the flying Lotus increased its lead, flipping an impudent pair of fins at the struggling C-type behind.

Anyway, here it is on the chart:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
31	31	31	31	31	31	31	31	31	31	31	31	31	31	31
30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
27	21	21	21	21	21	21	21	27	27	27	27	27	27	27
21	27	27	27	27	27	27	27	21	21	21	21	21	21	21
23	29	29	29	29	29	29	29	29	29	29	29	29	29	29
29	23	23	23	23	23	23	23	25	25	25	25	25	25	25
25	25	25	25	25	25	28	28	28	28	28	28	28	28	28
28	28	28	28	28	28									

The light began to fade and once more the rain descended on the Bar-B-Q ranch; those who had parked downhill were grateful for the tractors that the thoughtful organizers had laid on. "We won't leave any of you here overnight," the commentator had reassured spectators halfway through the meeting.

They didn't. By five o'clock everyone had gone—helicopter, Duncan Hamilton, U.S. Air Force and all.

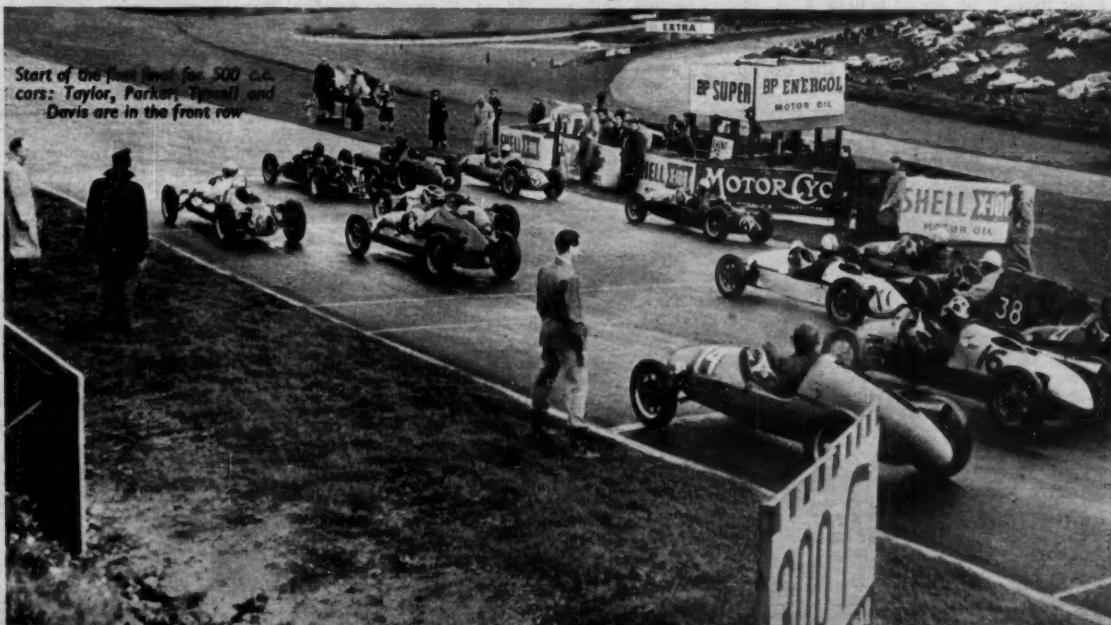
#### BRANDS HATCH RESULTS

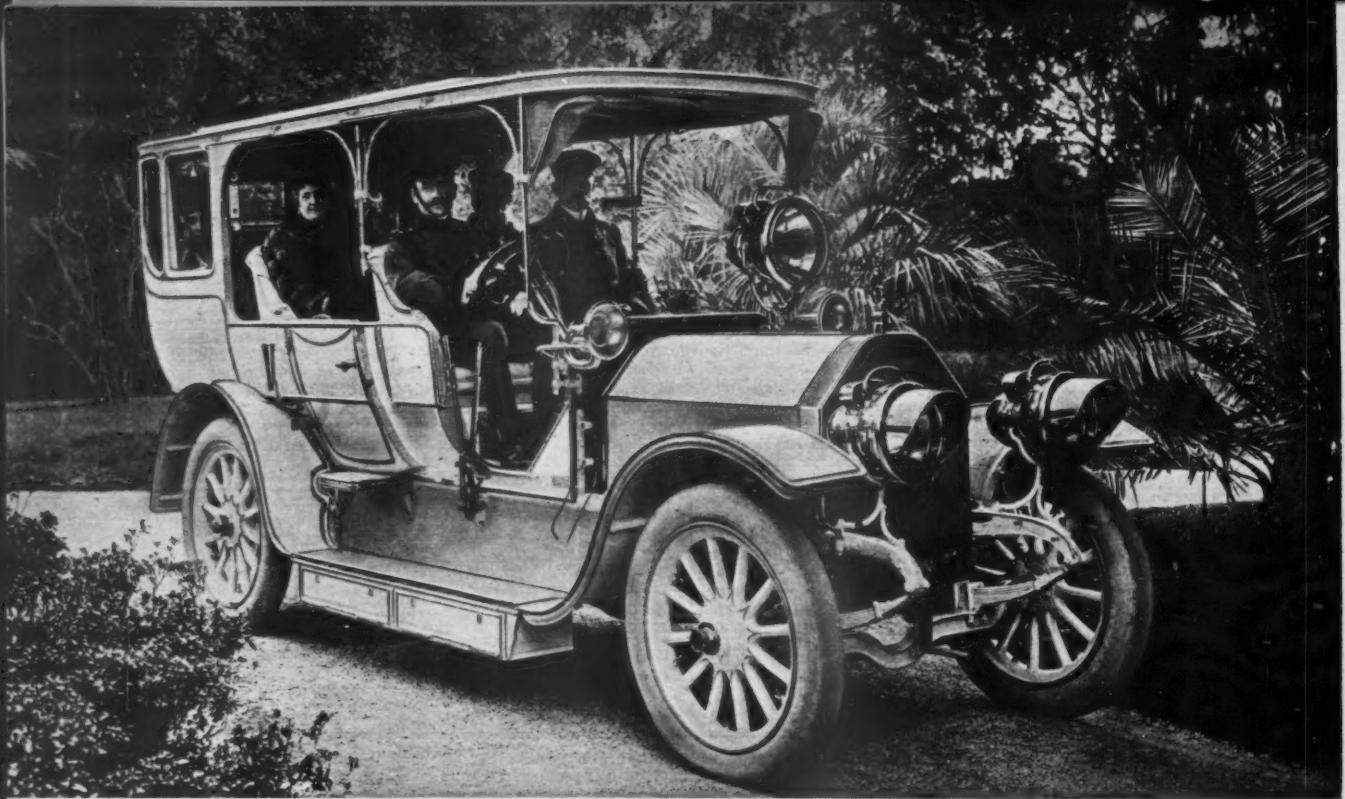
Lap Distance 1.24 miles; record 74.85 m.p.h.  
500 e.c.: Heat One: 1. Cooper-Norton (C. H. Davis, 63.28 m.p.h.); 2. Cooper-Norton (R. K. Tyrrell); 3. Kieft-Norton (I. E. Baby). Fastest lap Cooper-Norton (I. E. Baby, 65.45 m.p.h.). Heat Two: 1. Kieft-Norton (D. Parker); 2. Cooper-Norton (R. J. Barrett). Fastest lap Cooper-Norton (G. Wicken), 65.28 m.p.h.

First Final: 1. Kieft-Norton (D. Parker), 63.66 m.p.h.; 2. Cooper-Norton (R. J. Barrett); 3. Cooper-Norton (T. Bridges). Fastest lap Parker, 69.6 m.p.h. Second Final: 1. Cooper-Norton (I. Bueb), 67.75 m.p.h.; 2. Revis-Norton (R. G. Bicknell); 3. Cooper-Norton (D. F. Isatt). Fastest lap Bueb, 68.84 m.p.h.

Finals: 1. Cooper-Norton (O.P. Connaught (A. Scott-Brown), 68.08 m.p.h.); 2. Connaught (A. Scott-Brown); 3. Connaught (J. Young). Fastest lap Scott-Brown, 68.53 m.p.h.

Sports Cars: Up to 1,200 e.c.: 1. Lotus-Climax (G. Chapman), 65.52 m.p.h.; 2. Cooper-Climax (I. Bueb); 3. Cooper-Climax (A. Scott-Brown). Fastest lap Chapman and Bueb, 67.82 m.p.h. Over 1,800 e.c.: 1. Lotus-Bristol (C. M. Lund), 63.27 m.p.h.; 2. Jaguar C (A. Scott-Brown); 3. Aston Martin DB3S (B. Baxter). Fastest lap Scott-Brown, 64.32 m.p.h.





Sub-tropical vegetation provides a rich background to this gorgeous 80 h.p. Itala, carrying H.M. Queen Margherita of Italy for a drive in 1907.

## CROESUS AT THE WHEEL

*"The rich arrived in pairs,  
And also in Rolls-Royces,  
And spoke of their affairs  
In loud and strident voices."*

Hilaire Belloc

THERE is a particular fascination for the things which are either very large, or very small. The very large things are usually beyond the pockets of the very poor who, therefore, have to direct their enthusiasms into less affluent channels. This is, admittedly, a broad generalization, since there are lots of very small things which, except for the light-fingered, cost very big money—early Breguets, uranium, pearls and caviare. Again, some of the richest and most influential people have the simplest tastes; King John, if we are to believe A. A. Milne, begged Father Christmas, if he loved him at all, to send him a big, red india-rubber ball.

It was thus inevitable, from that day in 1864 when—it has been alleged—Siegfried Marcus first raised the dust of some

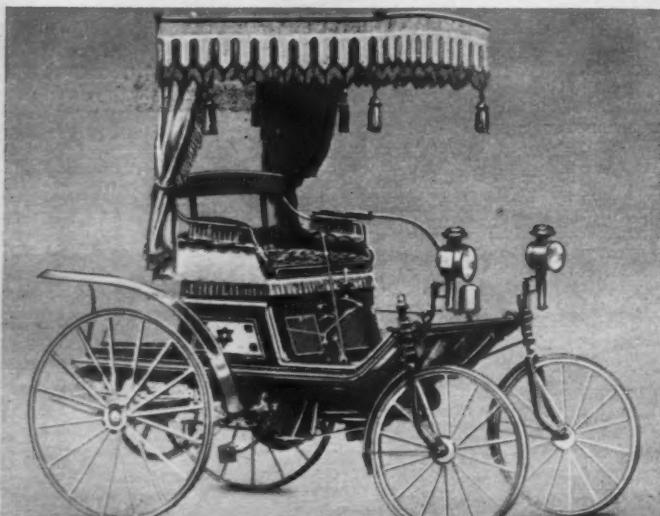
Austrian road beneath the wheels of his self-propelling cart, that the motor cars developed from it should, in time, be fashioned in shapes and sizes to suit the means and requirements of every potential purchaser. There were simple singles with, in some cases, scarcely the bare essentials, and there were unwieldy monsters of such weight and complexity that no tyres or mechanicians could for long support them.

The Sultans and Shahs of the East and the Princes of India were, of course, immediately attracted to the motor car as a new outlet for measureless wealth—a magical phenomenon with which to confound and dazzle their subjects, and a more easily mounted and nimble conveyance than the elephant. But their vehicles had to be of elephantine proportions and of a luxury almost beyond belief, upholstered in rich tapestries, glittering with jewel-encrusted fittings and reeking, no doubt, of exotic incenses.

In most cases these Asia-bound monsters involved the specialist art of the coachbuilder rather than the chassis designer, the largest and most powerful chassis available being used as platforms. But there is, at the back of every designer's mind, the urge to surpass all his rivals in the creation of ever larger and finer manifestations of his talents, and in a few cases the management has given him a free hand. Many of these have never left the drawing board stage, and some never should have.

Perhaps the first of the oriental potentates to avail himself of the new locomotion was the Sultan of Morocco, to whom a Daimler carriage of modest dimensions was supplied in August, 1892. This *The Autocar* was unable to report at the time, since *The Autocar* did not then exist; but within a

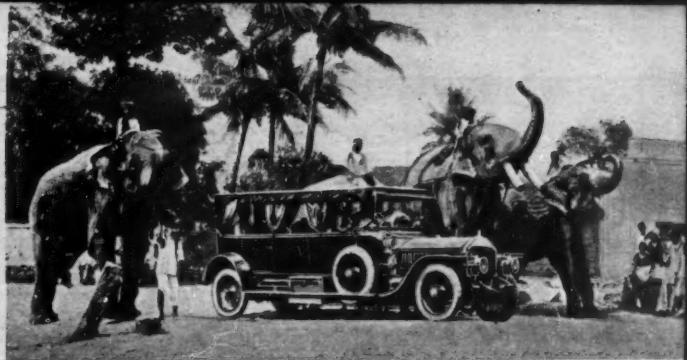
... a motor cycle fitted up in the most luxurious manner. . . .  
The Daimler supplied to the Sultan of Morocco in 1892



month of its inauguration this captivating titbit appeared: "The Sultan of Morocco has had an autocar company build a motor cycle fitted up in the most luxurious manner, and in it his dusky majesty is extremely fond of taking a pleasure drive."

With increasing years, the Sultan—always supposing he was the same Sultan—preferred to protect himself more thoroughly from the ravages of sun, wind and sand, and bought himself the picturesque little Georges Richard coupé which adorns these pages. It was an exhibit at the Paris Motor Show held in December of 1901, and was painted in a green of subtle shade.

You will notice the exquisite artistry of the carriage lamps and their supporting brackets, the curious platform at the rear for the dusky bodyguard and the rope pulls by which he supported himself. It was odd that, whereas a new-fangled shaft transmission was introduced by the Société



The Nizam of Hyderabad was well-equipped with powerful transport; the Napier in this 1914 picture is scarcely dwarfed by the State elephants

mechanic who sat outboard on a little seat on the near side, can scarcely have been intended in Italy for nocturnal big game hunting—a favourite pursuit of the Indian Princes. It was, perhaps, an added defence against ambush by banditti in the mountain passes.

Other features of note are the twin bulb horns, the thermometer by the Queen's side, the rolled-up canvas side-screens and the folding sunblind beneath the brow of the roof. One can pick out hand-rails for the bodyguard along the roof's edge and a socket for the royal standard; on the radiator filler cap is a miniature statue of St. Christopher, to watch over Her Majesty and her noble attendants.

The twelve-seated Napier illustrated on this page was built in 1908 for Messrs. Mark and Co. of Bombay, and was described in the current issue of *The Autocar* as "A car with perspective." I wonder what that meant? Either, I suppose, that one could see out of it, or that if one stood at one end, the other was almost beyond the range of the human eye. It was based on a standard catalogue model, but the chassis was naturally of non-standard length, incorporating extra longitudinal trusses to prevent it from jacking-knifing, and some substantial lateral bracing to stop it from crushing its passengers like a tourniquet. Even so, with a wheelbase of almost 15ft it must have kept both hands full over the irregularities of an Indian dirt road.

The six-cylinder engine, the production Ninety (R.A.C. rating 89.9 h.p.), had a six-inch bore and five-inch stroke, giving a capacity of some 14½ litres, and developed 120 b.h.p. "It is possible, however," *The Autocar* naively remarked, "to drive it slowly in traffic." The gallery seats were entered by a door in the third row circle; the stalls, behind the driving pits, had the greatest space and most lavish equipment, including a windscreen, speed and distance recorders, a clock and a pair of binoculars.

Another majestic export to India during the year 1908 was a prodigious State Motor Coach designed for His Highness the Maharajah Scindia of Gwalior. The coach-work was a *chef d'œuvre* by Maythorn and Son of Biggleswade, and was finished in medium green, elaborately ornamented in gold and upholstered in dark leather. It was mounted on a specially lengthened 20-25 Fiat chassis, with a wheelbase of 12ft 9½in and a total length of 17ft. In 1908 this may have seemed long, but today's S Series Bentley is considerably longer than this on a wheelbase of only 10ft 3in, and there is at least one current American over 20ft long on a wheelbase of 12ft 5½in.

The Czar Nicholai of all the Russias was an enthusiast for the marque Delaunay-Belleville. The car illustrated is a landauette supplied to him in 1912, but in January

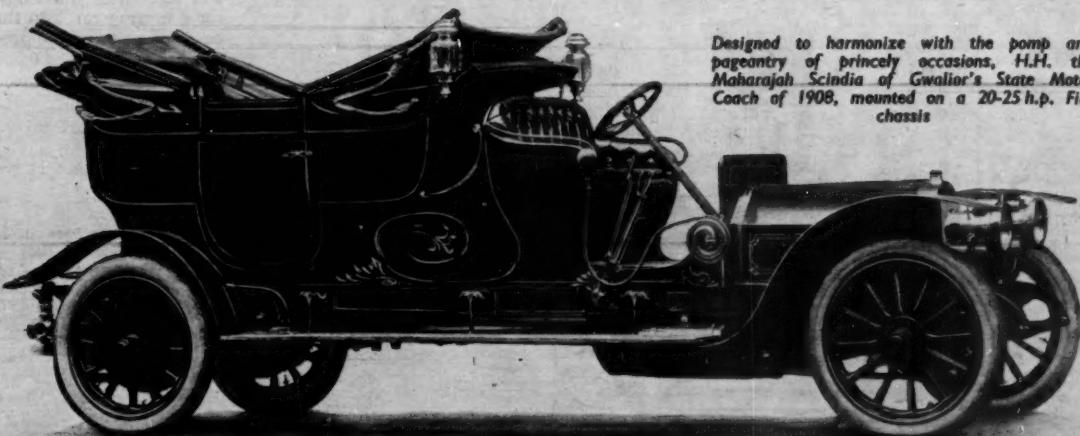


A dainty little carriage to convey an oriental potentate from harem to mosque, and back to harem again—the Sultan of Morocco's 1901 belt-driven Georges Richard

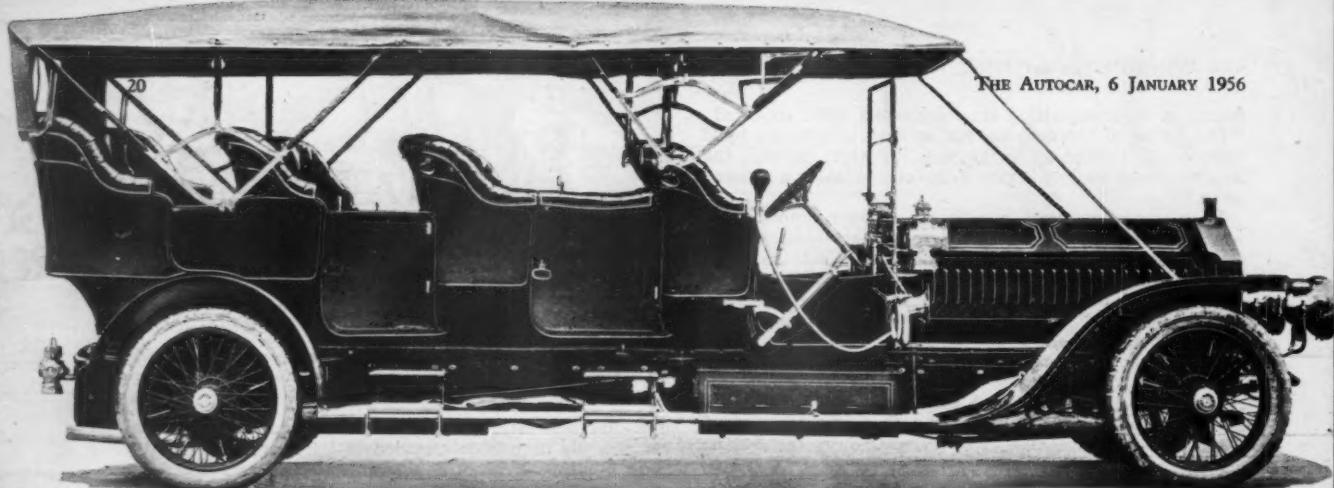
Georges Richard for that year, the Sultan's conveyance retained the old system of propelling machinery (belt).

The 1907 Motor Show at Olympia was notable for two reasons. One was the "phenomenal eruption of catarrhal attacks" which developed among the stand attendants, and which one correspondent suggested was "probably due in great measure to the number of high tension sparking devices which were in operation." He advised that the remedy would be to enclose these sparking arrangements in a glass case, and neutralize the vapour with chalk or some other alkali.

The other was the first appearance of a brand new luxury-class chassis from Italy—the 80 h.p. six-cylinder Itala of nearly 13 litres. This formed the basis for a superlative carriage delivered in that year to Queen Margherita of Italy, who already had several earlier Italas in her fleet. As will be seen in the photograph, the head lamps were fitted with hoods similar to those in current fashion. An additional swivel-mounted searchlight, probably operated by a riding



Designed to harmonize with the pomp and pageantry of princely occasions, H.H. the Maharajah Scindia of Gwalior's State Motor Coach of 1908, mounted on a 20-25 h.p. Fiat chassis



With a wheelbase of nearly 15 feet, a six-cylinder engine of 89.9 h.p. (14½ litres) and seating for twelve, this 1908 Napier must have been one of the largest private cars ever made

## CROESUS AT THE WHEEL...

of 1910 *The Autocar* published a remarkably fully illustrated description of an earlier Delaunay-Belleville, designed to meet "the wishes and instructions of the director of the Imperial garages at St. Petersburg."

It was powered by a six-cylinder engine of nearly 12 litres capacity ( $130 \times 140$  mm) developing 70 b.h.p., and this was mounted in a substantial chassis of 13ft 5in wheelbase. All brake and steering linkages were duplicated, there being no fewer than nine pedals for the nimble feet of the chauffeur—who was usually a prince, with a general as riding mechanic.

Above the rude mechanism rose a monumental limousine by Kellner of Paris, painted dark blue, bordered in cream and picked out in gold, in which H.M. always occupied the near side armchair. In the royal compartment were a clerestory roof arranged to provide ample ventilation, sliding jalousie blinds on the side windows and a gauze blind for use in the division during hot weather, "to prevent the ingress of flies and other winged creatures." There was a cellular floor to insulate the interior from winter cold and exhaust warmth, a heating installation dependent on the engine's cooling system, a silver luncheon service in a rosewood cabinet and countless other luxuries.

A Saurer compressed air starter was fitted, for "the Imperial garage authorities insisted that, not only should the engine be startable from the driver's seat, but the car should move off without the least sound of an explosion." The compressed air, which was supplied by a pair of engine-driven pumps and stored in two tanks (at over 70 pounds pressure), was also used to inflate the tyres, jack the car and blow a warning whistle.



Ettore Bugatti built his 78 h.p. Royales to the highest possible engineering standards, and they carried coachwork of the utmost elegance

Following the first world war, designers who had spent those dreary years developing aero engines of ever greater efficiency and lesser weight began to apply the knowledge gained to the motor car. Although Rolls-Royce for several years elected to continue with their 1906-7 design, Napier, Lanchester and Hispano-Suiza were among those who introduced luxury machines with lightweight o.h.c. engines of large capacity.

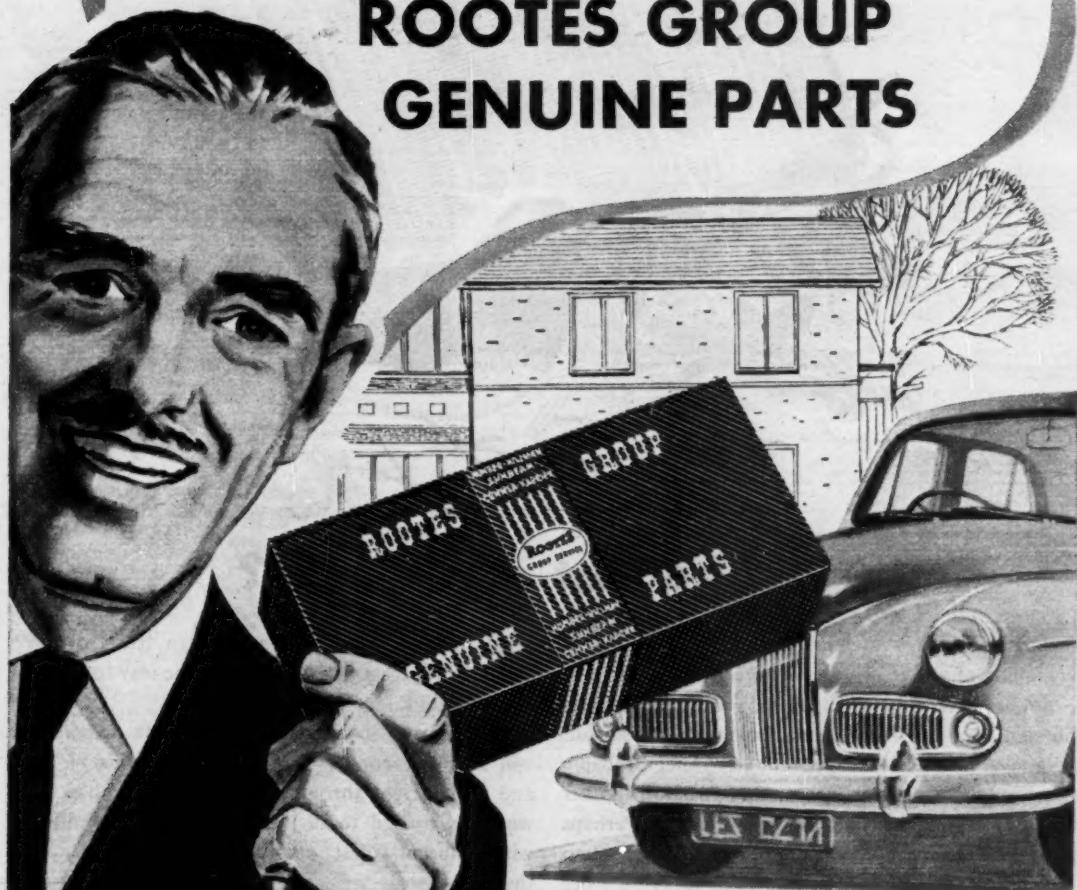
At about this time Ettore Bugatti was probably already busy on a project to build his unorthodox conception of perfection on wheels; a car of greater engine capacity than any other then in production, built to unprecedented machining tolerances so that all similar parts were interchangeable—even hand scraping of bearings was forbidden.

First news of this momentous machine was published in *The Autocar* during June of 1926, when the engine capacity was quoted at 14,726 c.c., whereas later reports quoted 12,760 c.c., the stroke being in fact 130 mm and not 150 as originally suggested. However that may be, 300 b.h.p. at 1,700 r.p.m. was something quite new for a touring car, and the cost was to be in due proportion, about £6,500.



The Imperial garages at St. Petersburg held a fleet of Delaunay-Bellevilles. The Czar Nikolai is seen in his landauet on a state occasion in 1912

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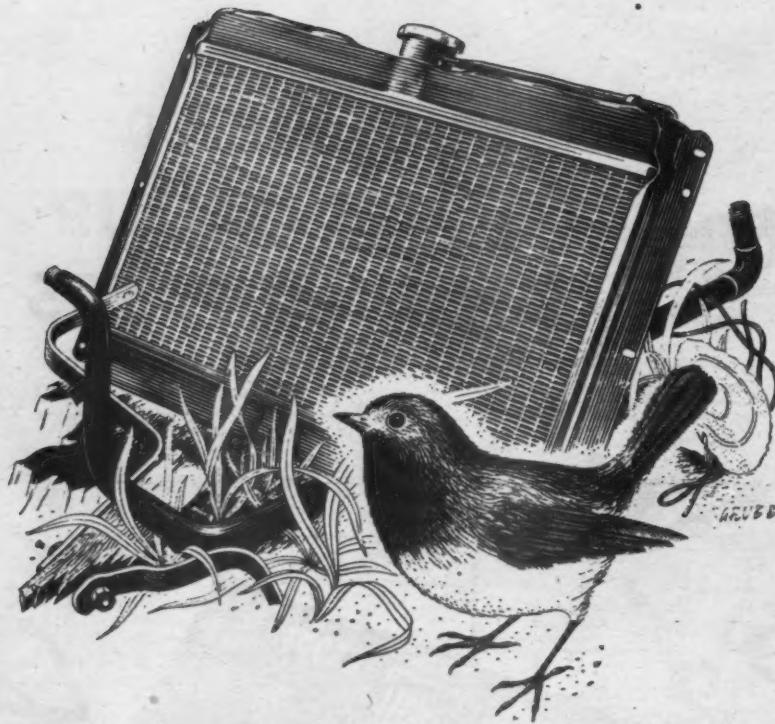


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It need never have happened. Its owner probably thought he'd take a chance; thought he wouldn't bother about protecting the cooling system of his car. Perhaps you take a chance in the same way? And you've had no bother so far? Well . . . you've been lucky . . . but you're not out of the wood yet. There's still a lot more winter to come. When frost damage can wreck your radiator and engine, or cost you £30 or more in

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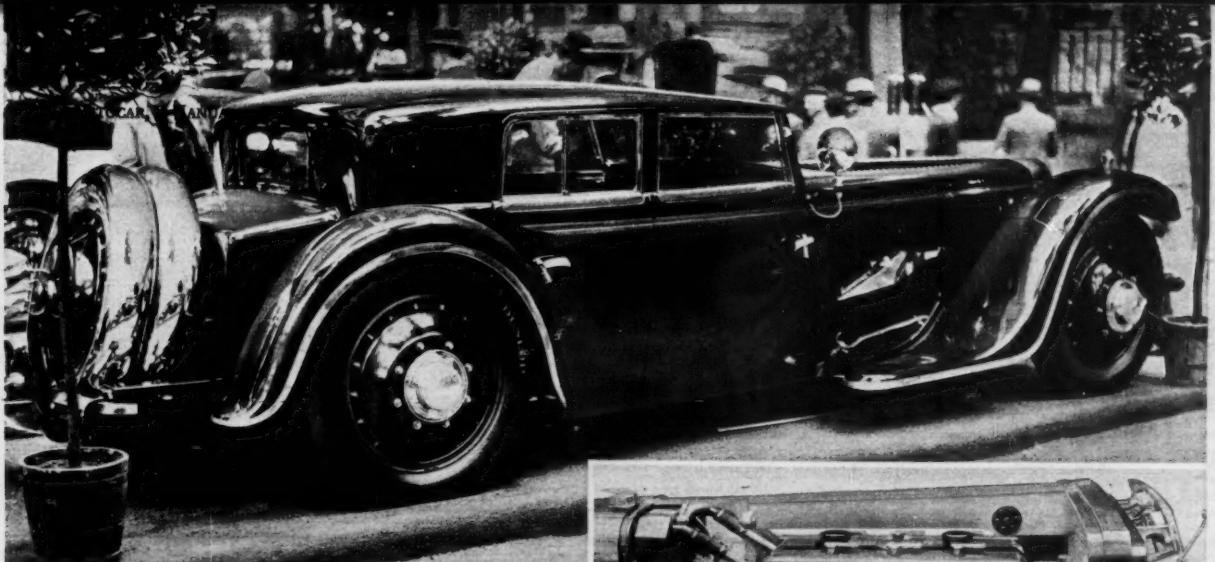
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## CROESUS AT THE WHEEL...

being a representative figure, since the chassis alone cost half a million francs (£4,000).

With an R.A.C. rating of 77.8 h.p. and a wheelbase over 15ft, the Royale or Golden Bugatti could carry coachwork of the utmost grace and elegance. Only seven were ever made, of which one crashed and caught fire with the Bugatti family aboard and was subsequently scrapped, one is in this country and belongs to J. Lemon Burton, and most of the others have found their way to America.

A member of *The Autocar* staff was treated by M. Bugatti to a trial run in a Royale in May, 1927, and reported that "he handled the car in that dashing manner which so much appeals to the young bloods." M. Bugatti would not, however, on this occasion allow any photographs to be taken. As is generally known, the Royale engine is still in use on French railcars in considerable numbers.

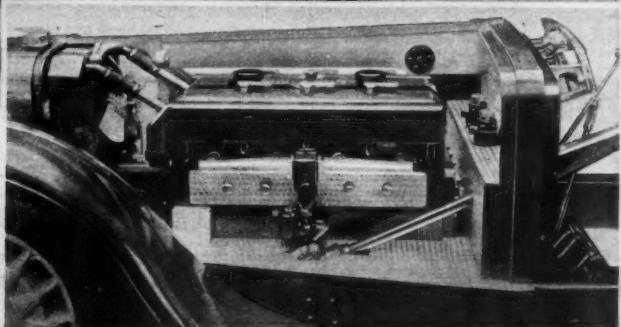
About the Bucciali, pictured on this page, there is very little information available. This model was first shown at the 1930 Paris Salon, but the photograph is of the car exhibited there in 1932. It was probably the largest private car ever to be produced with front wheel drive, and an unusual feature was the use of two coolant radiators, one behind the axle and one in front of it, with provision for an extra fan between them.

The sixteen-cylinder engine (R.A.C. rating 51.2 h.p.) was arranged in two banks of six, with an included angle of 22 degrees. On lifting the bonnet, this was not immediately apparent, since the aluminium cylinder blocks rested vertically on the crankcase and gave the impression of a double crankshaft engine. Chassis dimensions are not available but, as a guide to size, the tyres are marked 36 by 6.75. The 64-litre Bucciali rates very high in the short list of cars in which I should like my friends to see me, but I doubt whether they will ever have the chance.

The late twenties and early thirties abounded in short-lived multi-cylinder giants, but the more intimate details of many are wrapped in the thickening mists of history. A British example was the Hatton-McEvoy of 1930, a six-cylinder mammoth of nearly 10 litres.

Across the Atlantic, film stars, industrial tycoons and ungaoled gangsters posed beside their 320 b.h.p. supercharged Duesenbergs, 63 h.p. 16-cylinder Marmons, 55 h.p. 12-cylinder Pierce-Arrows and others; in Germany, the streamlined 63 h.p. Maybach Zeppelin was considerably more costly than the largest Mercedes-Benz.

In France Gabriel Voisin, renowned for posing himself unparalleled problems and solving them with singular unorthodoxy, projected a straight-twelve, with a large portion of the engine in the front passenger compartment. The



The 51.2 h.p. Bucciali, powered by a 22-degree V-16 engine driving the front wheels, appeared at the Paris Salon in 1930-32. The splendid coachwork is spoilt only by plated storks attached to the bonnet sides

objective behind this illogical layout was apparently to reduce the proportion of weight on the front axle by adding weight in the middle of the car.

Since the late war very large cars have not been much in vogue, but the remarkably handsome and well-proportioned straight eight Daimler illustrated is a notable exception.

Externally, it was painted in two-tone metallic blue with quartrefoil motifs on the panels; internally, lavender blue leather upholstery was contrasted with lizard skin trim borders and cabinets, and the lavish equipment included such picnic and cocktail accessories as cut-glass flasks and glasses, silver Thermos jugs, sandwich boxes, cups, saucers and linen. There were special recesses for mirrors, clothes brush, powder compact, manicure set, race glasses and even a ciné-camera. This mobile beauty-parlour was specially built by Hoopers for Lady Docker, and appeared at the Earls Court Show of 1952.

As these words are written, news pours in of ever longer and more flamboyant American designs even in the lower price ranges, so that Hiram Jones, of Hot Point, Ohio, can now scarcely park his car without trespassing on his neighbour's property. Even if the new jewelry is artificial and the rich tapestries are of patterned plastic, they are as impressive to the casual eye as were the bizarre and extravagant carriages which used to be shipped to the dark princes of Asia. How, indeed, can the Sultans, the Shahs and the Maharajahs now compete with the Jones?

RONALD BARKER.



Right—Perhaps the richest car of this decade—Lady Docker's Hooper-bodied Daimler of 1952



THE HILLS OF DONEGAL are a magnet to the tourist from Britain; here a motorist pauses on his eastward road within sight of Mount Errigal, which rises to close on 2,500ft

## Correspondence

### Modeller's Target

*Request to Bentley Admirers.* As a motor engineer for nearly 35 years and a keen and active model maker, it is my regret that many of the old thoroughbred cars are but still a beautiful memory of care and pride in the making of cars of character. I have in mind the old Bentleys, 3- and 4½-litre of 1927 vintage, and in this respect I have decided to make a true scale model of one of these cars. Could readers of *The Autocar* please let me have old photographs or drawings of one of these lovely cars so that I may prepare myself for about five years of something worth modelling? I have no desire to make any model of the present-day cars—they are made one day and forgotten another. You may see from the photograph of a car chassis I made some twenty years ago, to a scale of 1½in to the foot, that I am not one to be wasting other people's time.

Louth, Lincolnshire.

J. H. E. CHAPMAN.

[Letters will be forwarded.—ED.]

### Estate Cars

*Working Conditions in East Africa.* I read with interest and indeed amusement Mr. P. N. J. A. Richardson's letter on the appeal of the estate car (December 9) and am heartily in agreement with his feelings. There is, however, one point which he omitted, which could have a considerable bearing on the production of an adequate estate car; that is its reception on the overseas market—albeit the sterling overseas market.

At present I am on leave from East Africa where, I believe, ordinary motorists are very much more "car conscious," and where we feel rather strongly on the products of British car manufacturers. Before the late war American cars were the rule. Indeed the "Chev" and the Ford must be numbered amongst the

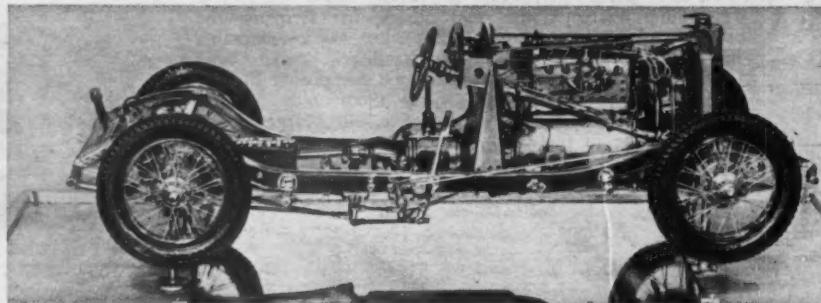
Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1;

pioneers of the country. After the war the "Dollar Gap" led to the appearance in greater numbers of British vehicles. I regret to say that as replacements they were rather inadequate. Today, if an American car cannot be afforded, the choice is more often a Continental car, which is also the first choice of a great many other motorists whose tastes are more discriminatory.

The estate car or "box-body" as it used to be, and frequently still is, called—is the motoring mainstay, but it reduces to a very narrow field the choice of make. The small estate car as represented by Ford's Squire and Escort, Austin's Countryman and Morris' Minor and Oxford versions are too small, light and under-powered for use off the main roads. There remains the Standard Vanguard and two new models which have yet to be tested, the Morris Isis and Humber estate cars.

One hears a great deal about the export drive being made by the motor industry, but success will not attend it until such time as medium-priced cars can compete on the open market with American and Continental models. In order to compete they must be designed for use in countries where bitumenized roads

CRAFTSMAN'S CLASSIC—the model car chassis—scale 1½in to 1ft—referred to in the letter headed Modeller's Target



are the exception, not the rule. They must have suspensions, particularly in front, which really will stand up to the continual jarring caused by corrugations, pot holes and stones for miles on end. (Here let me put in a plea for independent suspension all round.) They must have bodies which will not rattle like a tin can after a thousand miles. They must have an engine capable of pulling the car over all road surfaces from glutinous black cotton mud to six-inch-deep sand as fine as flour. And please, please, could the engine be really get-at-able and fully instrumented for the benefit of driver-mechanics?

And what a pity we cannot legislate against steering column gear levers.

If this sounds a tall order let me remind designers that these qualities were available to us in the old "Chevs" and their like. The export drive will not be won by three-tone colours and other cinema organ monstrosities. But a thoughtfully designed estate car would be loudly acclaimed in all countries where roads are, alas, scarcely worthy of the name.

Liverpool, 4.

D. GLYN HUGHES.

### Car Sleepers

*Why Not West and Across Channel?* I was pleased to see the note in "News and Views" of your issue of December 16 regarding the extension of the Car Sleepers service announced by British Railways for their Eastern Region for next summer. I hope this is only a beginning, as I feel sure it is a service which would be welcome on many routes.

A Midland section of the same train might well start at Birmingham, to join up with the train from King's Cross at Rugby or some other suitable junction. A "night sleeper" train for cars might also be run both from the Midlands and from London to Exeter and Penzance for the use of people wanting to tour in Devon or Cornwall; and perhaps another to Windermere for the Lake District. Later, perhaps with the co-operation of French Railways, another could run from London to Basle, crossing by the train ferry.

With the present state of main roads there is often little pleasure in the journey to one's holiday centre, especially if the distance is over 200 miles, but the car is essential for touring the district after arrival, and the idea of getting there by night and starting off in the district of choice next morning is very attractive. It is interesting to note that the cost of taking the car plus two persons from London to Perth is just about the same as taking it across the Channel.

Coventry.

D. MURRAY BLADON.

### What Happened to These Cars?

*From Arab to Whitlock.* Can any reader supply further information about the following makes of car—particularly as regards their ultimate fate?

**GORDANO.** A high-performance 1½-litre four-cylinder car with twin camshafts and independent suspension all round. The makers were in Bristol, about 1946.

**MURAD.** A 1½-litre four-cylinder sports saloon, intended, for some reason, for the Scandinavian market. A full description appeared in *The Autocar* about 1947-8.

**MOVEO.** A 3- or 4-litre sporting type of car from Preston, about 1932-33.

**JEWEL.** A 10-12 h.p. saloon with fabric body and disc wheels, made in Bradford or Leeds, listed about 1934-5.

**ARAB.** A 1½-litre sports car from Letchworth in the late 1920s.

**BARCLAY.** A "quality" 10 h.p. saloon, not unlike the Crossley Torquay, announced at £325 in 1933.

**MARENDAZ SPECIAL.** Quite a well-known car in its time.

Always had an outside exhaust, Rudge wheels and radiator like a Bentley. Used a six-cylinder side-valve engine, reputed to be of Erskine make. Later models used Coventry-Climax. Listed until about 1936.

**WHITLOCK.** This 20-70 h.p. car appeared in the Buyer's Guides for years, but I have never met anyone who has seen one! Agents were Lawton-Goodman, in North Audley Street.

**COMET.** Built in Surrey, and had some connection with Star (the radiator was similar to the last Stars). A twin o.h.c. 1,100 c.c. job of about 1936.

Birkenhead, Cheshire.

J. F. WILLIS.

### The Road Plan

*Tell the People What it Means.* A vast new road plan is at last afoot: yet nowhere I find is there any popular description or explanation of just what this will mean to the man in the street. Surely this betrays an astonishing lack of enterprise on the part of the Ministry of Transport—but more so perhaps of avowedly militant "Roads for Britain" campaigners.

People in general seem only vaguely aware of what is to happen (just where, for instance, are these super highways going to cut)—or even of what is already happening abroad. So why

not a joining of industrial, journalistic and philanthropic interests in a campaign to stir a really widespread, national enthusiasm to the pitch of, say, that for our aeroplanes or (among small boys) for our railways. Let full use be made of colourful, imaginative literature, glossy popularizations, special "New Roads" magazine numbers, TV and radio talks—and so on.

A fast-moving short film—*à la Shell "Le Mans"*—contrasting the great continental highways with our own, could point the moral that—provided popular opinion compels their realization—our roads could be as good as the finest of these. Also many petty doubts, grievances and misconceptions could be cleared up.

Would not such a positive approach make an infinitely more eloquent appeal to ignorance, indifference and apathy—official or individual—than the purely negative policy of decrying present conditions? The new programme might, as a result, be a cause for patriotic pride—not merely of grudging expenditure.

Surely, and above all with the younger generation—for whom and by whom our new roads will ultimately be completed—enthusiasm will always be a stronger motive than disgust.

S. ROBBINS.

[A summary of the Government's road plans was contained in "The Motoring Year" in *The Autocar* of a week ago.—ED.]

### Salesmanship

"London is Not England." Your correspondent "A Buyer" makes the same mistake as the B.B.C., members of the Houses of Parliament, and many other people, who believe that London is England; and because of many half-baked, so-called salesmen in London, he condemns all salesmen throughout the country.

It is true that "our trade" is one that many people choose in which to earn an easy living; these people will now find their mistake, and unless they are prepared really to learn salesmanship they will go under very quickly. I should, therefore, like to assure "A Buyer" and those who have the same impression, that there are very many good salesmen scattered up and down the country, and that the situation will get better as competition gets harder.

Nottingham.

J. R. SYLVESTER,  
Bennetts (Nottingham), Ltd.

### Disc Brakes

*Credit to the American Crosley.* In the article "Disc Brakes Reviewed" (November 18) it is stated that the Citroen DS19 is the first series production vehicle to be fitted with disc brakes. I have seen similar statements on the origin of the disc brake, with credit going to the D Jaguar, the B.R.M., the Austin-Healey 100S, and so on, and believe it is time to correct this misapprehension.

The American Crosley (now defunct, alas) was fitted with Goodyear-Hawley disc brakes as standard equipment in 1949-50. Since a total of 14,474 of these cars were in use as of July 1 1951 (figures compiled from State registrations by the Reuben H. Donnelley Corporation, and quoted in "Automotive Industries" for March 15, 1952), I would assume they meet the qualifications for series production.

The Hawley design employed cast-iron discs of 7.5in diameter with one two-pad caliper fitted to each wheel. Pads were of 1.25in diameter, giving a total lining area of 9.8 square inches, and were 0.375in thick. Yours for credit where credit is due.

Los Angeles, California.

S. B. FREIDENREICH.

### Cape to Cape Austin

*It Had Left-hand Drive.* In your issue dated November 25 you carry two advertisements about the Cape to Cape drive by Richard Pace.

On page 35 the artist has given the car a left-hand drive while on the following page the Castrol artist makes it a right-hand drive. As a point of interest it would be useful to know who is correct, B.M.C. or Castrol.

There are also a few differences of minor details not so important, e.g. the number and positioning of badges. B.M.C. also give the name Austin on the roof luggage rack but Castrol omit this.

Richard Pace's achievement can do much to boost the exports of the A.90 but to take advantage of this our appeal through the advertisements must not leave a potential foreign buyer in any doubt whatsoever.

London, W.1.

[The Austin Motor Company states that the A.90 had left-hand drive; the Austin emblem was in place on the roof rack during part of the journey.—ED.]

ERNEST HANWELL.

# FERRARI FESTIVAL

**Major Trophies Won by the "Prancing Horses"**  
**in Nassau's Speed Week**

**I**N a setting of vivid tropical colours, Nassau's Speed Week attracted 90 drivers from 20 American States in addition to the Bahamas, Colombia, England, Spain and the Dominican Republic; they ferried or flew in half a million dollars' worth of fast machinery. The International Nassau Trophy Road Races, sponsored by the Bahamas Automobile Club, have found great favour. This year, some 10,000 spectators witnessed the 210-mile main event which was held on Sunday, December 11—sufficient support to guarantee that the Speed Week will again be held in 1956, provided Windsor airport is available.

The weather was less clement than might have been expected, yet what rain fell was providentially during the intervals between races or practice periods. It had no effect on the sizzling lap times set up by Californian Phil Hill in George Tilp's new 3½-litre, six-cylinder Monza Ferrari, de Portago's smaller 3-litre, four-cylinder Monza and Sherwood Johnston with Briggs Cunningham's D-type Jaguar.

Windsor Course has a main runway well over a mile long, combining with secondary runways and perimeter tracks varying in width between 20 and 100 ft, to form an extremely fast and "dicy" 3.5-mile circuit.

Victoria Bend at the south extremity of the course, is the slowest section, and 50 m.p.h. represents the critical point of traction. At the other end of the scale, the Nassau Mile which leads into the wide, sweeping bend called Emerald Pass, permits a maximum of about 140 m.p.h.



The coarse-grained asphalt of the Windsor circuit provides excellent traction but is not too easy on tyres; the chief snare are the abrupt variations in course width through the various turns.

At Blind Man's Curve Loyal Katskee's D-type Jaguar spun into the coral with such violence that he was *hors de combat* for the rest of the meet; Colonial Bend—the north-west right hander into the Nassau Mile—was the undoing of a Texan uranium prospector named Jack Connolly whose Cooper-Climax dived through the barriers in a hair-raising somersault and was converted into wreckage. Connolly escaped serious injury.

The three-day programme—featuring eleven races for just about everything on wheels from 500 c.c. up—produced its most exciting event on Friday, December



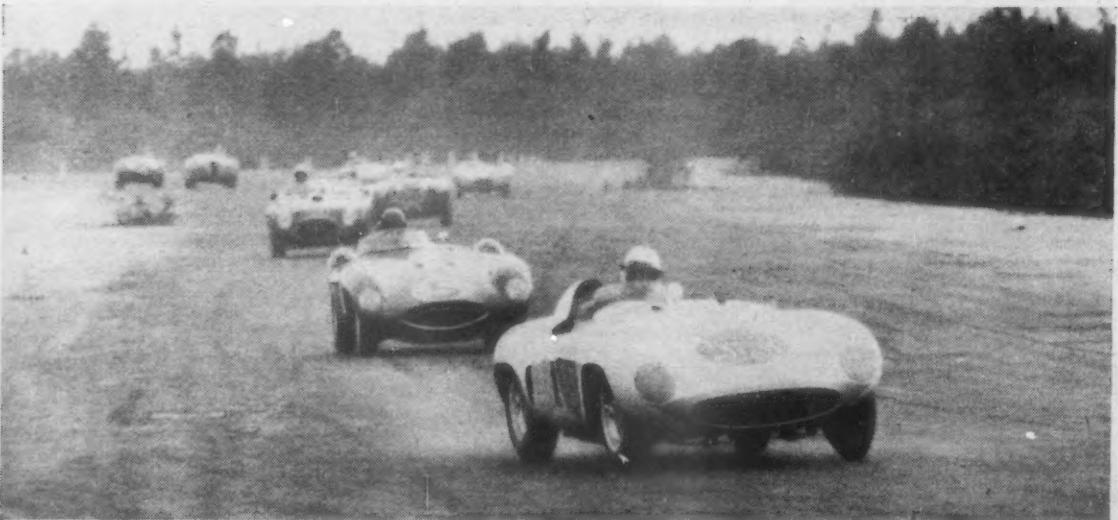
Masten Gregory (above) brought his Maserati into third place in the Nassau Trophy. Left: the Marquis de Portago, who was second in the same event and who also won the Governor's Trophy and the Ferrari Classic, setting up a lap record of 104.226 m.p.h.

9, when de Portago scooped the 30-lap Governor's Trophy for the second year in succession, after a ding-dong battle with Sherwood Johnston's D-Jag, Phil Hill in Tilp's 3-litre Monza Ferrari and Louis Brero's gallant 4.5 Ferrari, in which Hill finished second in last year's Mexican road race.

Johnston, with the blue and white D-Jag, was first away from the Le Mans start. Close on his heels came Hill with Tilp's white Monza Ferrari, Brero's Ferrari and a large segment of the field, jockeying for position. De Portago, always a slow Le Mans starter, was weaving in and out of the traffic and making full use of his Monza's acceleration to pick up places before the bottleneck into Blind Man's Curve.

On the fifth lap, Hill closed in on Johnston and next time around appeared in the lead, but five laps later Johnston once again headed the widely strung-out field. Portago now joined the quartette and got into a running dogfight with Louis Brero Sr. with Hill in close attendance. By keeping his foot hard down a hundred yards past the cut-off point, the Spaniard moved into second place.

Portago now ate into Johnston's lead until, on the 15th lap, the yellow snout



Keen competition and plenty of incident marked the Nassau Trophy race. Hill's Ferrari leading Kimberly's at the back of the circuit

of his Ferrari No. 13 was within inches of the D-Jag's upswept tail. The Spaniard was obviously slipstreaming the Texan and the situation was potentially explosive. In fact, it exploded right in front of the grandstands with the two leaders travelling flat out. Johnston touched his brake pedal preparatory to entering the funnel and the nose of Portago's Ferrari slammed into his tail. Both cars wobbled, broke traction and spun crazily with screeching tyres for nearly 700 ft. By some miracle, neither driver hit anything.

While the pair restarted, Brero slipped into the lead, pursued by Hill. Portago, however, took only two laps to catch up with Brero and Hill, and on the 17th round he grabbed the lead along the back stretch. Hill and Johnston both passed



Ed. Crawford's Porsche won its class in the Governor's Trophy and also the race for production cars under 2,000 c.c.

Brero and got into a scrap of their own so that only four seconds separated the first four cars.

On the 21st lap, however, Hill got the better of Johnston and went all out after Portago. Gradually the pair out-distanced Johnston and Brero. Portago got the chequered flag with barely a second in hand; Johnston took third place about eleven seconds astern, with Brero farther back yet. The Spaniard unofficially broke his own lap record, set up last year, going around in 2 min 6½ sec at an average of 92.39 m.p.h.

In the five-lap race for production cars

over two litres Sherwood Johnston (D-Jag) won as he pleased from Edward Rutherford and Ernie Ericson in similar cars. Ericson was delayed by a spin, but the ruling which classified D-type Jaguars as production models and allowed them to run against XK models, made this affair no contest at all.

Of the five Saturday races, the only one that produced a serious contest was the 35-mile Bahamas Auto Club Trophy reserved for Bahamas residents. Jaguar XKs dominated the affair from start to finish and a good battle developed between David Albury (XK140MC), the ultimate winner, and Sherman "Red" Crise, Chairman of the Bahamas Automobile Club Competitions Committee, driving a similar car. First away in the Le Mans

sion, headed from start to finish by the brilliantly able Phil Hill. First away, he was neither challenged nor threatened at any time and received the chequered flag 23 seconds ahead of Portago. The second and third place machines, however, did not come by their positions quite so easily. On the eighth lap both Portago and Gregory (in that order) passed Johnston. On the 17th lap, third man Gregory spun his Maserati after bumping a slower car. Gregory got back in the running and later back into third place, which was the best he could do. Johnston retired on the 38th lap with some expensive engine noises. Portago put in one fantastic lap at 104.226 m.p.h., setting a new record.

#### RESULTS

##### December 9.

**Governor's Trophy** (30 laps, 105 miles): 1, Ferrari 1500 (de Portago); 2, Phil Hill; 3, D-type Jaguar (S. Johnston). **Unlimited**: Allard (W. Gray); **Class A**: Johnston, Class D: de Portago. **Class E**: Mercedes-Benz 190SL (C. Finkle); Class F: Porsche (E. Crawford); Class G: Cooper-Climax (C. Crace); **Class H**: Bandini (D. Vilardi).

**500 c.c. race (Heat 1, 5 laps)**: 1, Cooper (J. Fox); 2, 82.02 m.p.h.; 2, Cooper (H. Whitney); 3, Cooper (L. Brero, Jr.).

**Production cars under 2,000 c.c. (5 laps, 17.5 miles)**: 1, Porsche (E. Crawford); 2, 87.50 m.p.h.; 2, Porsche (R. Davis); 3, Porsche (J. Mantz).

**Production cars over 2,000 c.c. (5 laps, 17.5 miles)**: 1, D-type Jaguar (S. Johnston); 2, 92.79 m.p.h.; 2, D-type Jaguar (E. Rutherford); 3, D-type Jaguar (E. Ericson).

##### December 10.

**500 c.c. race (Heat 2, 5 laps)**: 1, Cooper (H. Whitney); 2, Cooper (J. Fox); 3, Cooper (L. Brero, Jr.).

**Jaguar XK race (5 laps, 17.5 miles)**: 1, XK140MC (F. Thompson); 2, 85.76 m.p.h.; 2, XK140MC (L. Brero, Sr.); 3, XK140MC (M. Windridge).

**Ferrari Classie** (5 laps, 17.5 miles): 1, de Portago, 95.14 m.p.h.; 2, P. Hill; 3, L. Brero, Sr.

**Bahamas Auto Club Hill Trophy** (10 laps, 35 miles): 1, Jaguar XK140MC (D. Albury); 2, 81.20 m.p.h.; 2, Jaguar XK140MC (S. Crise); 3, Jaguar XK120 (L. Kennedy).

**Production Porsche race** (5 laps, 17.5 miles): 1, Spyder 550 (A. Bunker); 2, 86.02 m.p.h.; 2, Spyder 550 (A. Conley); 3, Spyder 550 (M. Marshall).

**Windsor Mile speed trials**: F.I.D.: D-type Jaguar (E. Rutherford), 150 m.p.h.

##### December 11.

**Stephens Trophy** (500 c.c. race (final, 10 laps): 1, Cooper (L. Brero, Jr.); 2, 86.50 m.p.h.; 3, Cooper (J. Fox). **Points aggregate** (2 heats and final): 1, L. Brero, Jr., 192; 2, H. Morrow, 184; 3, L. Becker, 176.

**Nassau Trophy** (80 laps, 210 miles): 1, Ferrari Monza (F. Hill); 2, 10 min 14.9sec, 96.73 m.p.h.; 2, Ferrari Monza (de Portago); 3, Maserati 300S (M. Gregory).

## Lightweight Sports Car from Northern Ireland

IT is 27 years since the last car—the Chambers—was built in Northern Ireland, but if plans recently announced go ahead as expected, car production on a small scale will begin again in Belfast.

The new McCandless car, which will be offered at first as a two-seater, has been designed by Rex McCandless, who is known for his association with Norton design and for the construction of an unusual 500 c.c. racing car which has been successful in Irish events.

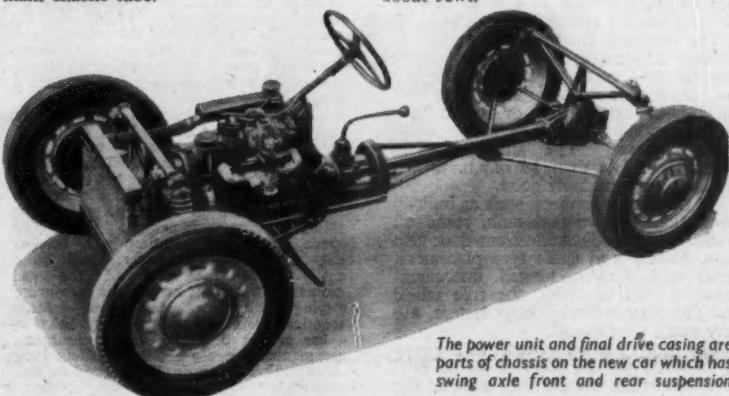
The aim has been to keep weight to a minimum and to this end a very simple backbone chassis has been chosen. A tube, which encloses the propeller shaft, is rigidly attached to both gear box and final drive housing. In this way the complete power unit and axle casing become load-carrying members and good torsional rigidity should result. A pair of tubes run forwards from the gear box alongside the crankcase to an attachment point at the front of the engine, where provision is made for mounting the inner ends of the swing axles. Radius rods are rubber bushed to these side tubes and a tubular sub-frame extends upwards for attach-

ment of the inclined coil spring-cum-damper units.

At the rear a similar sub-frame is bolted to the axle casing; swinging half-axles, with open drive shafts universally jointed at their inner ends, are employed, in conjunction with radius rods pivoting on the main chassis tube.

Brakes are fitted to the front wheels only, there being a transmission brake behind the gear box, provided with air ducts for cooling. The prototype has a Ford Ten engine and gear box, but other power units may be used later.

The complete car is expected to weigh about 9cwt.



The power unit and final drive casing are parts of chassis on the new car which has swing axle front and rear suspension.

## BY JOVE! IT'S THE ROVER OWNER

A LITTLE over a year ago I took delivery of a long-awaited and eagerly anticipated Rover 90. The car was delivered in immaculate and perfect condition—"the poor man's Rolls," as it is sometimes known here in America. This is in sharp contrast with the shoddy condition at delivery of a friend's more costly "Detroit Iron" during the same month.

In the first year just over 13,000 miles were put on the "clock." One replacement set of distributor contacts was fitted at 600 miles when the engine was tuned up, as well as a replacement of a jack after the original one turned out to be faulty during the warranty period.

Gas consumption has averaged 18.4 miles to the U.S. gallon, over 15,000 miles, with as high as 23 (in terms of Imperial gallons, 22.08 and 27.6 respectively.—Ed.) recorded on long runs between Baltimore, Maryland, and New York City at constant speeds of 55 to 65. Oil consumption has been at the rate of one quart every 700 miles over the same period.

This is a car with many characteristics which are by no means evident at first glance. Friends have exclaimed when told that it weighs the same as their Chevrolets and Fords. ". . . But it is so small!" Yes, the weight is 3,200lb despite the fact that it has aluminium alloy doors and trunk lid—the weight is, of course, in heavy panels and the heavy frame members. Or they are amazed at the fact that the internal seating dimensions are identical to those of the 1954 Roadlocomotive sedan, plus or minus  $\frac{1}{2}$ in in each dimension except one—the seat width—where the difference is ten inches. Considering the number of passengers for which each is designed, four people in the 90 with the centre arm rests down have more room than six in the Roadlocomotive. They are incredulous, but only until they sit in the 90.

### Three-in-one

From the standpoint of handling, I find, she steers like a light car, rides the boulevard like a heavy car and stays on the winding roads a bit like a sports car. This is very satisfying indeed. It is with difficulty that one does not exceed the speed limits on the parkways, for she has an incredibly low rolling resistance in free wheel, and 75 is as easy to hold as 60 with the 3.9 rear axle fitted.

The relatively flat torque curve of this efficient 2.6-litre F-head six was clearly demonstrated recently while driving up the mountains. At speeds between 30 and 60 either third or fourth gear gave what appeared to be nearly equal pulling power. The smoothness in fourth from less than 10 m.p.h. to the top speed is amazingly good.

All the Rover features, such as built-in lubrication, reserve fuel tank, sump oil level indicator, adjustable front door arm rests, battery and spare tyre placement, small tool drawer, hinged instrument panel, a starting crank, the free wheel and the outstanding jacking system, are very much appreciated.

The free-wheeling feature, to my way of thinking, has the effect of giving two-pedal control to the car with none of the

*The Rover in the foreground of "the most photographed mountain in America"—Mt. Chocorua, New Hampshire*



disadvantages of automatic transmission, which is expensive in the first place, costs more in miles-per-gallon of gas, and is extremely expensive to fix if it develops trouble. By contrast the free wheel feature of the Rover is cheap, more economical of gas and a simple adjunct to the gear box. The only time that the clutch pedal need be used in traffic is when starting from a dead stop.

Furthermore, when driving in the mountains the conventional transmission's advantage of engine braking can be selected merely by turning the free wheel control counter-clockwise, which puts the car back in direct drive, as any Rover owner will know.

The jacking system's efficiency was used this summer when I entered the car in a gymkhana. In trial number 1, the contestants were to drive *en masse* about 50 yards and then line up a chalk mark on the offside front tyre of their cars with a painted line on the pavement. My navigator and I drove up to the line until the tyre was on the line, jacked up the car rapidly and then spun the road wheel till the chalk mark was vertically above the pavement line. We earned first place for closed cars in this part of the contest (one contestant accidentally hit the mark) and came off at the end of the day with a second prize for closed cars.

To these features of the car may be added a few the writer feels have enhanced its practical nature and comfort. They are:

The painting of the battery box with neoprene base paint to arrest and fore-stall corrosion. I have wondered why the manufacturers don't do it in the first place.

The fitting of a frequency modulation receiver to the car to give a degree of high fidelity listening while on the road. The receiver is of the writer's own design and building. The quality of sound obtainable over F.M. is startlingly realistic and much more pleasing than the standard A.M. radio.

The fitting of safety belts to the front and rear seats. That safety belts contribute to a greater margin of safety on the part of the occupants of the automobile should it be involved in a collision has been conclusively shown by scientific research. Entirely apart from this important factor, riding comfort is increased. On second grade roads, where hump-back bridges may be encountered, one could quite easily leave the seat of the car momentarily were it not for the reassuring "tying down" of the belts. Most sceptical prejudice against safety belts in a car is just prejudice. Some American car manufacturers are offering safety belts as an optional extra in 1956, based on this research.

The safety belts in the back seat have been very useful for a number of different purposes. I have used one pair to hold the baby's car bed in place when he travels with us. The week's groceries in large top heavy paper bags are no problem to hold vertical in the back seat—the centre arm rest is pulled down and the straps go across the front of two bags on each side of it to hold them in.

At the end of 13,000 miles of driving over roads which varied from excellent to very bad, I had the front wheel alignment checked and was very pleased and satisfied to be told by the mechanic "I couldn't adjust it any closer than it is now." Some of my acquaintances have had to get their wheels re-aligned at regular intervals because of the bad road we take to work every day. The mechanic also told me he had never seen a more sturdy front end on any car. The built-in lubrication of the independent front suspension, I think, also contributes to the tight, trouble-free layout.

We toured New England this summer, and more pleasant vacationing we have rarely had. Cruising for hours after hours at 60 on the New Jersey turnpike, bucking heavy New York City traffic, or up hill and down dale in New Hampshire—all seemed to be what the Rover enjoyed taking in its stride. Of all the British cars sold in the U.S.A. the Rover 90, I am convinced, is by far the best suited to our conditions, and yet is a piece of British craftsmanship at a price that is not too expensive compared with the prevailing car prices in this country. When the Rover Company comes out with the gas turbine-powered car, always maintaining their traditional workmanship, it will be an instant success.

The car has been the subject of much friendly ribbing, for the name Rover is considered to be a dog's name in the U.S., and from a certain angle the car might in fact appear somewhat canine. Rather canine, however, than a "Jukebox-on-wheels," I feel. Just before the time I took delivery of the 90, a playful group of my friends presented me with their conception of what the Rover would look like. It consists of a tin of dog food with a dog's head on one end, a tail on the other and a pipe-cleaner caricature of a man astride the tin with a whip in hand. References have been made to Rover's kennel, the number of miles-per-can of dog food, the dog-matic transmission, and the fact that it isn't powered by a V-8 but rather a K-9. Almost every day at work, I am greeted playfully by my friends with: "By Jove! It's the Rover owner." Yes, and proud of it too.

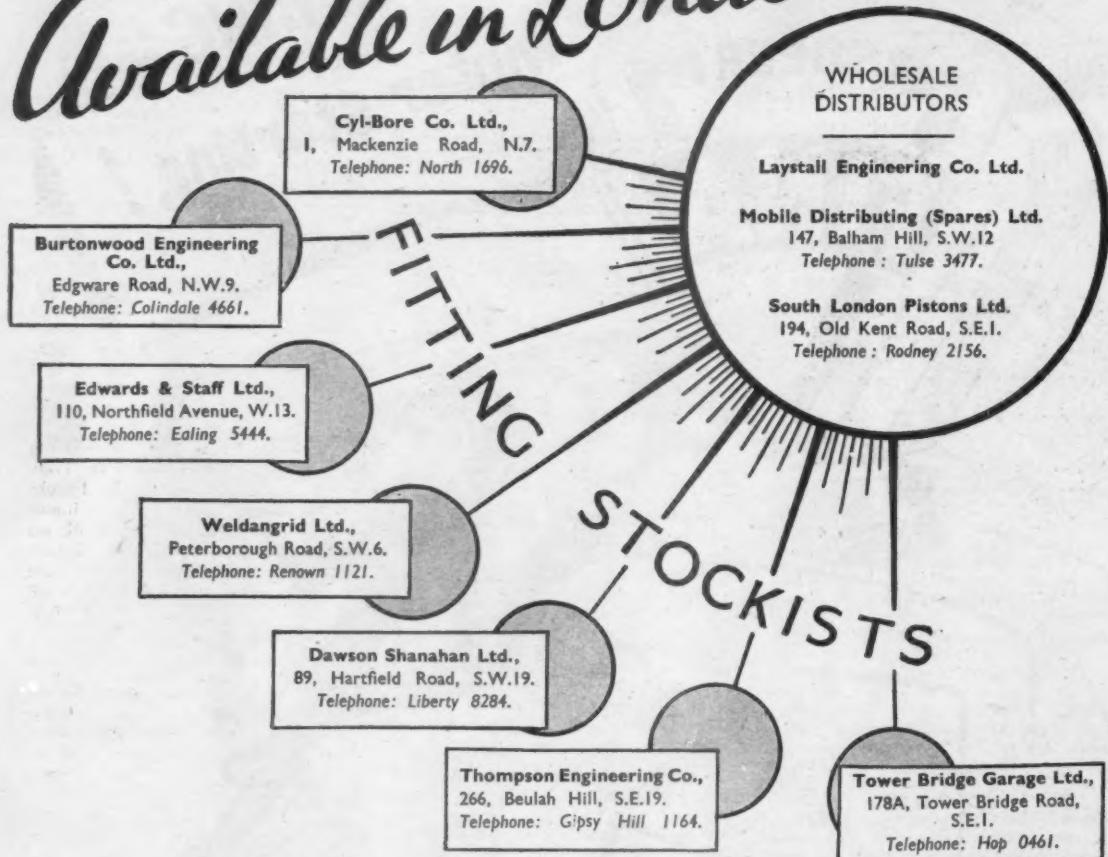
W.H.K.



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Airfield circuits the world over are much the same. Here, on the coarse-grained concrete of the Windsor Circuit, competing cars in the Nassau Speed Week line up. Though Porsches and Ferraris dominate the foreground, there is a fair representation of British products in the background. A full report of the meeting appears on pages 24 and 25



## The Sport

### BRANDS SPLASH MONTE CARLO M.C.C. EXETER

**BRANDS HATCH** on Boxing Day was fun notwithstanding the weather, though the morning's practice had given rise to uneasiness as to whether the slippery track and bad visibility might lead to more serious accidents than the two which befell M. R. Lovell and Jim Russell, both of whom broke bones—Lovell an arm and Russell a rib. Lovell went through the fence at Paddock and Russell overturned at the beginning of the straight by the stands. However, nothing untoward happened at the meeting and an estimated thirty thousand spectators testified to the popularity of Brands and the willingness of the English to relinquish their Yule log fires.

I like the Brands acclamation of the winner. With cars parked all down the slopes of the arena the garland-wearer can be given a fine fanfare of horns as he does his *tour d'honneur* (Tony Brooks received one, too, as he drove the Syracuse winner round). That bump just past the stand might be worth eliminating when funds permit. I noticed that the free formula cars were taking

quite a bit of punishment as their tails went down after negotiating that one. I don't know what their speed is at that point, but probably it exceeds three figures. The permanent structures are excellent, and I look forward to next summer, for the circuit is one of the most scenic in the country, and I like my scenery to be plus the amenities.

**AT THE TIME** of going to press, there were still four seats available on the A.E.C. coach chartered by the Monte Carlo Rally British Competitors' Club to take wives and friends down to Monte Carlo. It will leave Sheffield on the same day as competitors set out from all over Europe, crossing with the Glasgow starters on the *Lord Warden* on January 17. After a champagne reception by the Mayor of Boulogne, the coach will proceed to Monte Carlo via Paris, Valence and Montélimar, reaching the finish the day before the competing cars. Applications should be made to J. H. Kemsley, Dunstonian Garage, Petts Wood, Kent.

Tickets for the cocktail party—Hotel Metropole, Saturday, January 21, 6 p.m.—can be obtained at Monte Carlo from members of the committee and the secretary of the club at the Club Room. Arrangements have been made for meals at the Barnby Moor control, where coffee and sandwiches can also be obtained for the journey.

Representatives of the following firms will be available to give advice at the controls in Great Britain: Lucas (also at Paris and Rheims), Automotive Products, Dunlop, Girling, Tyresoles and S.U. A limited number of oxygen cylinders—for personal freshening, not tyre-inflation—can be obtained from the medical section of the British Oxygen Company, Brentford, Middlesex, together with instructions for use.

Finally the R.A.C., in conjunction

with the M.C.R.B.C.C., has arranged that at strategic points along the route from Glasgow to Dover telephone facilities shall be available for assistance, weather information and such-like. Full details will be included in a bulletin to be issued by the R.A.C.

**SOME ORIGINAL** and interesting views should be put forward by Tony Rolt when he discusses "The Future of Motor Racing" at the private house dinner at the R.A.C., Pall Mall, on Monday, January 9. These dinners are held at intervals through the winter. Tickets—available only to full members of the R.A.C. and their guests—cost 12s 6d.

**TONIGHT**, from Feltham, Kenilworth and Launceston, the 285 competitors (138 cars and 147 assorted solo, sidecars and three-wheelers) will be setting out on the thirty-second Exeter trial. The first Exeter—December 26, 1910, 45 years ago—was a main road event from Hounslow to Exeter and back to Hounslow, a distance of 322 miles; since that date, with the exception of the war years, the Exeter trial has been one of the M.C.C. classics.

A popular event from its earliest days, the trial attracted an entry of 96 in 1910, 231 in 1913 and 427 in 1925. The great increase in the number of sporting events since the war has resulted in a gradual decline in entries for the majority of events, the post-war figures being: 1950, 256; 1951, 263; 1952, 325; 1953, 302 and, last year, 298.

Times of arrival of the first motor cycle competitor at each of the observed hills are given below; the time of the first car can be found by adding 148 minutes (148 being the number carried by the first car): Pin Hill (Honiton), 3.40 a.m.; Tillerton (Teddington St. Mary), 6.40 a.m.; Fingle Bridge (Drewsteignton), 7.02 a.m.; Simms (Ilshington), 7.47 a.m.; Strete (Ottery

**The  
Sport**

St. Mary), 9.17 a.m.; Waterloo (Colyford), 9.44 a.m.; Meerhay (Beaminster), 11.00 a.m.; Batcombe (Maiden Newton), 11.34 a.m. and Lutton Gwyle (Wareham), 1.05 p.m.

Spectators visiting any of these sections are earnestly requested to co-operate by not parking their cars in the narrow lanes approaching or leaving the sections, unless, of course, they can park entirely clear of the roadway. "No Parking Beyond This Point" notices will be displayed where applicable.

The finish of the trial will be at the Grand Hotel, Bournemouth, on Saturday, January 7.

AFTER a brief pause for Christmas frolics and to allow the New Year to get slightly run-in, the 1956 racing season begins with a bang in the Argentine. First, the Grand Prix. This will be held on January 22 over the 2.4-mile Autodrome circuit, near Buenos Aires, and the race is one of duration and not of distance, the length of time in question being three hours.

Although the Connaught, Vanwall and B.R.M. organizations were invited, none of them has considered it a business proposition, the more so since the present Argentine government is not so free with its resources as was its predecessor.

In the Ferrari team are Fangio, Castellotti, Musso and Gendebien, and the Maserati team will be chosen from Moss, Behra, Merditeguy, Landi, Piotti and two Argentine drivers. Gordini was invited to send three cars, but has decided to reserve them for races nearer home, later in the season.

The following weekend there is the

**COMING SHORTLY**

- JANUARY 6.—Bristol M.C. and L.C.C. Annual dinner and dance, Grand Spa Hotel, Clifton, Bristol, 7 for 8 p.m.
- 6.—North London Enthusiasts' C.C. Annual dinner and dance.
- 6-7.—M.C.C. Exeter Trial, starting from Feilham, Kenilworth and Leaunceston, 10 p.m.
- 7.—New Zealand G.P., Auckland.
- 7-8.—Vintage S.C.C. (Midland Section). Measham Rally, Longmynd Hotel, Church Stretton, Shropshire, 10 p.m.
- 8.—West Essex C.C. Capricorn Rally. The Three Jolly Wheelers, Woodford Bridge, Essex, 9 a.m.
- 8.—Harlow and District A.C. Treasure hunt, Edinburgh Way, Harlow, Essex, 2.30 p.m.
- 8.—Southsea M.C. Arnold Trophy event. Portdown Hill, Hampshire, 2.30 p.m.
- 8.—Rover Sports Register. Amersham meeting, The Crown, Amersham, Buckinghamshire, 12.30 p.m.
- 11.—Harlow and District A.C. Annual general meeting. The Fox and Hounds, Hunsdon, Hertfordshire, 7.30 p.m.
- 12.—Surrey Sporting M.C. Annual general meeting, Warwick Hotel, Redhill, Surrey, 8 p.m.
- 14.—Renault O.C. Annual dinner and dance, Rembrandt Hotel, Knightsbridge, London, S.W.1
- 16-23.—Monte Carlo Rally.
- 21.—Lady Wigram Trophy race, Australia.
- 22.—Argentine G.P., Buenos Aires.

1,000-kilometre race for sports cars on the same circuit as was used in 1954—in and out of the Autodrome and back and forth along a dual carriageway. Among the entries are two D-type Jaguars of the Ecurie Ecosse, a fair sprinkling of Ferraris, including three 4.9-litre cars, several Maseratis of various sizes and at least one Porsche.

On February 5 the G.P. entrants above, plus a few others so far unnamed, will also take part in a *formule libre* event in Mendoza, which is the centre of the Argentine's wine industry and 600 miles from Buenos Aires.

**RUMOUR CONFIRMED:** Ugolini, who, it was recently announced, had left the Ferrari company, has in fact joined Maserati.

**THE FERRARI-KURTIS** (Ferrari engine, Kurtis chassis) which Farina is to drive at Indianapolis has (unofficially) direct injection.

**LONDON** will be one of the eight starting points in this year's Tulip Rally (May 6-13) from which competitors will converge on Chambagnole, in France. They will then follow a common route of some 1,550 miles finishing at Noordwijk-aan-Zee.

**THE GERMAN A.D.A.C.** is to run an event from October 18 to 21 for which the entry will be confined to three- or four-wheelers with an engine capacity of not more than 500 c.c. The event, which will be in the nature of an endurance test, will, among other things, entail driving over mountainous sections by day and night.

**MASERATI** have announced that they will compete at Le Mans only if the 24-hour race counts towards the World Sports Car Championship—a point of view which will probably be shared by other manufacturers. If they do compete, they intend running the six-cylinder, 2-litre cars, which develop about 140 b.h.p. This figure could be raised if necessary to 160-170, which would give the cars a speed of somewhere round 150 m.p.h. Fiats, too, are reported to be preparing a car, or cars, for Le Mans.

**CHARLES FAROUX**, well known to all Le Mans competitors as the organizer of the 24-hour race, celebrated his eighty-third birthday, last week, as a patient at the American Hospital in Paris. Fortunately there was a double reason for the celebration, for the physicians had declared that this eminent French journalist had completely recovered from a rather delicate surgical operation and could be expected to resume his normal activities in a few weeks' time.

Two years ago he was involved in a serious road accident, the injuries being of a nature to incapacitate most men for life. After his broken hip had been pinned together, however, Faroux fixed



This design has been decided upon for the car badge of the newly formed Club Lotus. There will also be a small lapel badge, and paper transfer, for those who prefer not to lumber their cars with any non-functional weight. Colours are green, for the car and lettering, on a yellow background

the date of his convalescence and by reason of his astonishing vitality kept the date he had decided on and, since then, has been responsible for two very strenuous races at Le Mans. Charles Faroux's active career as a motor journalist dates back to 1904, when, a young engineer returning from a stay in the United States, he joined the staff of *L'Auto*, in Paris.

**THE HANTS AND BERKS M.C.** is again promoting the Mobilgas Economy Run, which has now gained international status. It may be remembered that the first few similar events were organized by the Cheltenham M.C., which pioneered this form of contest in this country, and the last of the series run by that club, in 1954, was international.

Last year the Hants and Berks M.C., assisted by the Mobil Oil Company as sponsors, decided to keep the fuel economy ball rolling, and its event, which was notably well organized, covered a varied and interesting route and included timed tests at Silverstone. This year's run will take place on June 16-17, and will start and finish at Henley-on-Thames. Enquiries should be addressed to the secretary of the meeting—Holland Birkett, 228, Fleet Road, Fleet, Hampshire.

**OFFICIAL** inspection of the Rheims circuit has been made by M. Jean Briancourt, of the French Ministry of Public Works, and it has been deemed "safe for future racing." Thus Rheims becomes the first of the French circuits to be recognized by the government as suitable for racing; inspections of Pau, Le Mans and Rouen are to be made this month.

Rheims has been widened and two-thirds of the road have been covered with an oil-absorbing macadam surface which, it is hoped, will reduce the risk of skids. Two cement walls, separated by a space, have been built opposite the pits; special barriers made of straw and earth, packed into wire containers, have been used in the open parts of the circuit. Underground fuel

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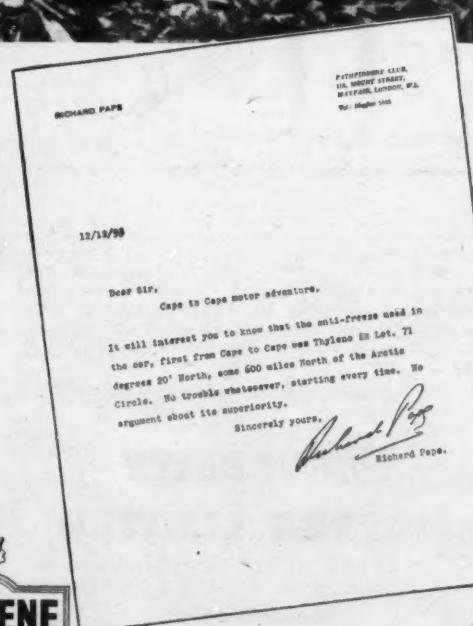
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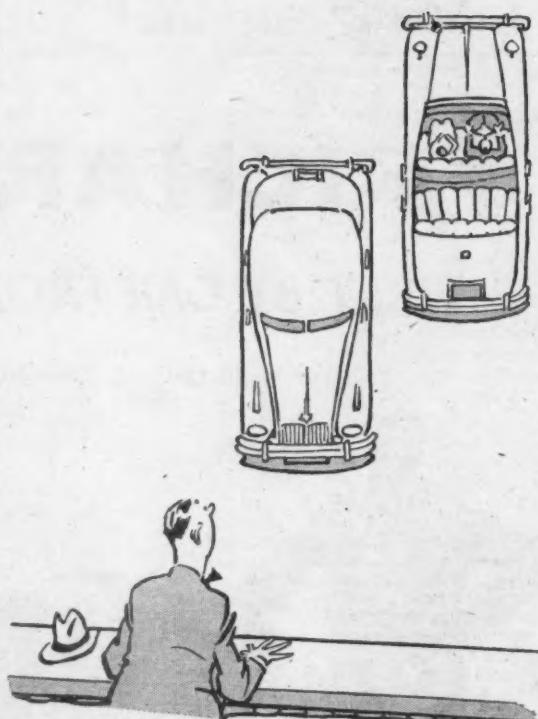
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**The  
Sport**

lines to the pits have been laid in order to reduce the fire risk and the lead-in road has been lengthened from about 230 to 655ft.

The first event on the revised circuit will be a speed test in the Rally des Routes du Nord on February 18—provided the closing to rallies of many French roads does not make it impossible to hold this event.

**IT IS OFTEN SALUTARY**, when mulling over one's own grievances, to see how the other half lives. Following the strike in the 350 c.c. event of the motor cycle Dutch Grand Prix, which resulted in the suspension of Geoff

Duke's competition licence by the F.I.M., the extraordinary state of affairs over starting money in big motor cycle events is being criticized in many quarters. The position in which private owners frequently find themselves at classic road races is, mercifully, almost unequalled in motor racing.

Organizers do not always give definite acceptance of entries before the closing date; a professional rider is forced, therefore, to report to the circuit in order to see whether he can talk his way into getting a ride. This reluctance on the part of organizers to accept entries is easily explained; they want to be in a position to pick the cream, hoping to throw out the less expert riders—but not until a satisfactory entry is assured.

On reaching the circuit a rider may still be unable to obtain definite acceptance of his entry until after practice has started. He may, therefore, turn out

for the first practice period without knowing whether or not he is risking his neck and wearing out his machine for nothing. Qualifying times at some classic races are made unreasonably high in an attempt to eliminate any private entries that may have been accepted, and thus reduce the amount of starting money that will have to be paid out. It has always been difficult to pin organizers down to a definite figure for starting money; the strike which took place at the Dutch G.P. was very nearly anticipated at the Grand Prix of the Nations at Monza two years ago. In engaging factory teams, organizers are as a rule fairly methodical; but the private owner, generally, has a very raw deal.

Though starting money in our own sphere is the subject of a lot of niggling before most big events, it seems as though it could be a great deal worse.

PETER GARNIER

## CLUB NEWS

**T**O club secretaries—those hard-worked and much maligned officials—and all club members, a very happy and successful New Year. The enormous number of clubs throughout the country is a constant source of envy to enthusiasts from foreign lands; it is through their efforts and enthusiasm that the sporting public is entertained by events ranging in importance from the British G.P. down to the smallest closed-to-members meeting. Long may their efforts continue to thrive.

**Caernarvonshire and Anglesey M.C.**—The night navigation rally held on December 26 was won by J. D. Williams, who drove a Sunbeam-Talbot. He lost 90 marks on the road section and was awarded the President's Trophy for the best performance in the event; his navigator, W. M. Matthews, received a navigator's award. The following competitors also gained awards:

**First-class**: Lincoln Zephyr (M. Hinde and Miss J. Prytherch), 94 marks lost; Volkswagen (A. McDowell and Mrs. M. McDowell), 111.

**Second-class**: Ford Anglia (D. J. Roberts and D. C. Mills), 183.5; Daimler (J. Jones and D. Bretherton), 241.

**Best pre-war car**: Lincoln Zephyr (M. Hinde).

**Mid-Thames C.C.**—A driving test meeting will take place at Heston aerodrome, Middlesex on January 22, starting at 10 a.m. Members of the Malden and District M.C. and the Brent Vale M.C. are invited to compete. Tests will not be of the usual garaging type, but will involve speed as well as maneuverability. Regulations are available from R. Avey, 5, Cardinal Avenue, Kingston, Surrey.

**Newcastle and District M.C.**—The results of the Hunter Cup Trial held on December 11 are as follows:

**Best performance**: Hillman 1.390 (T. A. Boothroyd), 7.26 marks lost.

**Visitors' award**: M.G. 1.489 (F. Buglass), 16.96.

**Members' award**: D.K.W. 896 (I. Scott Watson), 22.46.

**Class awards**: **Closed cars**: Ford 1.172 (T. B. Hutchinson), 27.00. **Open cars**: Jaguar XK120 3.442 (J. H. Lawson), 61.90.

**First-class**: Volkswagen 1.192 (P. W. Hoppel), 32.18. **Vanguard** 2.088 (J. L. Day), 42.22; Ford 1.172 (G. A. Percival), 57.16; Flat 1.100 (T. A. Irvine), 62.12.

**Team awards**: King's College M.C.—Jaguar XK120 3.442 (J. H. Lawson); Morris 918 (N. Mansson and Austin 1.300 (J. H. Walker)) 37.16 aggregate.

**Navigators' awards**: Miss M. Reed, A. Russell and J. Clark, Jr.

**Bexley L.C.C.**—The rally, which took place on Sunday, December 18, was won by N. M. Lobley driving an Austin A.30. J. Lawrence (Singer) and K. Faulkner (Allard) were second and third.

The annual general meeting will be held at Badgers Café, Badgers Mount, near Polhill, Kent, on Sunday, January 15, starting at 11 a.m.

**M.G. Car Club**.—The Kimber Trophy Trial on December 26 was run by the South-western Centre of the club. The weather was fine and 27 cars started from Coles Quarry, Backwell, Somerset. In the first four tests, which were held at the quarry, A. W. Morrish driving a supercharged M.G. of pre-war vintage, did very well and, in fact, some older M.G.s seemed to cope better with the wet and bumpy surfaces than did two stylish M.G.s and several TR2s. From Coles Quarry, the trial moved to Haish Hill where rain and mud had made it very difficult to reach the final section at all.

**RESULTS**

<b>Cecil Kimber Trophy (best performance)</b> :	Morgan (T. D. Williams), 111 marks gained.
<b>Spooner Trophy (second)</b> :	Ford saloon (G. W. Beat), 59. Welsh Trophy (third): M-type M.G. (F. Bruce-White), 53.
<b>Special award for best standard saloon</b> :	Renault (J. M. Bowles), 53.
<b>First-class</b> :	M.G. TD (G. N. Dean), 47; Ford Popular (P. G. Cooper), 58; Sunbeam-Talbot (P. Downes), 52.
<b>Second-class awards</b> :	Triumph TR2 (D. T. F. Gooding), 42; Ford Anglia (H. Gould), 36; M.G. saloon (S. A. Seward), 35.

**East Anglian M.C.**—There were separate classes for experts and novices in the night navigation rally run on December 3. Out of 22 starters, two experts and six novices retired before the finish. The best performance in the event was put up by N. S. Morley, who drove a Ford Prefect. The best novice was W. O. Nunn driving a Jowett.

**Thames Estuary A.C.**—Regulations for the Cats' Eyes Rally on Saturday and Sunday, February 4 and 5, can be obtained from the secretary of the rally, S. L. Offord, 68, Exford Avenue, Westcliff-on-Sea, Essex. This event, which is the fourth in the series, has a National permit. There are two starting points—Seaway car park, Southend-on-Sea, Essex, and Bricks Hill Service Station, Little Brick Hill, near Dunstable, Bedfordshire. The route will cover 400 miles of main and secondary roads, and will not include any sections of a car-damaging nature. Two driving tests will be held on the road section, the results being used only to decide any possible ties, and the rally will finish at Southend-on-Sea. Cars will compete in three categories—production touring cars, running in four classes; production sports cars, running in four classes; and special cars. Entries will be limited to 250, and the completed entry forms should reach the secretary of the rally, S. L. Offord, by first post on Saturday, January 21.

**North London Enthusiasts' C.C.**—The eleventh annual general meeting took place at the Red Lion Hotel, Hatfield, Hertfordshire, on December 18. The club officials for 1956 will be: honorary secretary, G. Bance, Flat 1, 11, Bath Road, Reading,

Berkshire; honorary treasurer, C. H. Ford, 9, Cranston Gardens, Chingford, Essex; competitions chairman, F. E. Owen; committee chairman, F. H. Arthur; honorary auditor, W. A. Collens.

**West Hants and Dorset C.C.**—The results of the Christmas Cup Trial held on Sunday, December 11, are as follows:

<b>Christmas Cup</b> :	Vauxhall (E. R. Shillabeer), 43.6 marks.
<b>Cougar Cup</b> :	M.G. Midget (F. Bruce-White), 118.4.
<b>Ladies' Cup</b> :	Renault (Mrs. W. G. Cawsey), 113.8.
<b>Novices' Cup</b> :	Ford Anglia (J. Hawkes), 61.0.

**Challenge trophies**:
 Austin A.70 (R. P. Standbridge), 149.0; Ford Popular (A. P. Monk), 58.0. |

**Lindsey A.C.**—A semi-sporting trial on December 4 resulted in a win for G. R. Needham driving a Sunbeam-Talbot. C. A. Plumtree (Ford Prefect) and J. H. Forington (M.G. Magnette) finished second and third. The fastest car on the hill-climb test was W. T. Octobys' Healey.

**Romford Enthusiasts' C.C.**—The results of the recent Old Christmas Rallye are as follows:

<b>1. Ford Prefect (G. Herd)</b> ,	11 marks lost.
<b>2. Porche (G. Woolley)</b> ,	37.
<b>3. Singer 1.500 (J. Ellington)</b> ,	41.
<b>4. Ford Anglia (S. Boyce)</b> ,	62.

**Future club gatherings** will be on Thursday evenings at 8.15 p.m. at the White Hart, Collier Row, Romford.

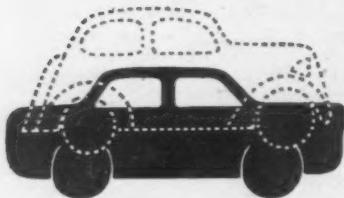
**Wolverhampton and South Staffs C.C.**—Regulations are available, together with entry forms, for the New Year Rally to be held on Sunday, January 22. The event is closed to members of the W. and S.S. C.C. and will start from the yard of the Staffordshire Motor Tyre Co., Chapel Ash, Wolverhampton, at 2 p.m.; the first car is due to finish at 7.30 p.m. and results will be published at the Pigot Arms, Pattingham, at about 9 p.m.

Copies of the regulations can be obtained from the secretary of the meeting, J. V. Woodard, 23, Princes Gardens, Codisall, near Wolverhampton. Entries close at the first post on Saturday, January 14.

**M**AY we suggest to club officials one or two New Year resolutions which would greatly help in the preparation of this page. When sending results which are intended for publication in Club News, please make certain that the makes of the winning cars are included—not only the names of their drivers. Then there is the question of forthcoming events. There is no point in announcing that regulations are available for an event if entries have already closed. Please send in regulations as far in advance as possible of the closing date—always providing there is one; if there is not, state that entries will be accepted on the starting line. Finally, photographs should carry captions—makes of cars, drivers, places and occasions.

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PROTOTYPE of a new design of London taxi which has now been approved by the Commissioner of Police, and which will be plying for hire in the near future. It has luxury type seats and a large enclosed space for luggage; the driver is fully enclosed, and has the comfort of heater and demister. Although the new taxi gives the impression of being larger than the usual type, it is in fact half an inch shorter and weighs 2 cwt less

## IN BRIEF

Clayton's Cars (London), Ltd., have moved from Warren Street to 17, Bruton Place, London, W.1.

Western Motor Works, Perry Street, Chislehurst, Kent, have celebrated their 50th anniversary.

Mr. John Brown has been appointed general manager of J. James (London), Ltd., London distributors of Riley cars, 55-56, Pall Mall, London, S.W.1.

Ford service weeks will be held commencing on the following dates: January 16, Mann Egerton and Co., Norwich; and January 23, Halifax Motor Co., Halifax.

The description of the German Opels (September 2, 1955) gave the impression that a pick-up body was available in the Rekord range: this is not so, the vehicle in question being the express delivery van.

With regret the death is recorded of Mr. Howell Bertram Berry, for many years a director and sales manager of Davenport Vernon and Co., Ltd., of High Wycombe, Buckinghamshire.

Mr. G. F. Pentony, who was a prominent competitor in trials until two years ago, has been appointed a director of Moss and Lawson, Ltd., London Road, Thornton Heath, Surrey.

A final dividend on the ordinary shares of 35 per cent less income tax, making a total, with the interim dividend, of 50 per cent, has been recommended by Henlys, Ltd., for the year ended August 31, 1955.

In The Autocar Road Test of the Ford Escort and Squire (December 30, 1955) incorrect reference was made to a fog lamp fitted to these models. The lamp is not included as standard equipment, but can be obtained as an optional extra at an additional cost of £3 8s.

Mr. F. B. Howard-White has been appointed a member of the delegate board of the Mond Nickel Co., Ltd. He is a Liveryman of the Worshipful Company of Goldsmiths, and a Freeman of the City of London. For several years he has been a member of the Colonial Office advisory committee on geology.

The National Benzole Co., Ltd., have appointed Mr. D. T. Chadwick as assistant divisional manager for London.

Mr. A. B. Macintosh, manager of Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex, has retired at the age of 65. He joined the Ford company in 1930, and became manager of Lincoln Cars in 1936. Mr. R. A. Scruton has been appointed manager in his place.

Mr. H. H. Jeffries, formerly general works manager, has been appointed general manager of the newly established chassis manufacture group by the Ford Motor Co., Ltd., of Dagenham. Within this group Mr. S. Rees has been appointed production manager of the chassis manufacturing division.

The Dunlop Rubber Co., Ltd., are embarking on a development programme for natural rubber from their Malayan plantations. The cost is expected to be £5,500,000. The company hopes to have the last tree in position by 1962, when more than 72,000 acres will be in production.

Mr. K. J. B. Wolfe, M.Sc., has been appointed head of fundamental research by the Triplex Safety Glass Co., Ltd. He will take charge of the company's new research department to be built at their Willesden factory in West London. He was formerly deputy director of research for the B.S.A. Co., Ltd., and chief metallurgist to the B.S.A. Tools group of companies.

## Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17237. 1927 Type 8A Isotta-Fraschini.  
"F.A.W."—All possible information and a handbook.

No. 17238. 1948 13.9 b.p. Alvis.  
"G.M."—Fuel consumption and performance details; also what faults are likely to develop.

No. 17239. Handbooks Required.  
"R.J."—1937 Wolseley Sixteen; also a workshop manual.

"I.W.M."—1938 Morris Twelve.  
"T.A.M."—1939 LG6 Lagonda; or a workshop manual.

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## NEW CAR PRICES

	U.K. List Price	Total Price in U.K. in- cluding P.T.
	£ s d	£ s d
<b>A.C.</b>		
2-litre saloon, 2 door	1,027 12 2	1,542 15 3
Saloon, 4-door	1,107 19 4	1,663 6 0
Ace two-seater	1,100 0 0	1,651 7 0
Acea coupé	1,375 0 0	2,063 17 0
<b>ALFA ROMEO</b>		
1300 Giulietta saloon	1,150 0 0	1,726 7 0
Spring Spyder	1,410 0 0	2,116 7 0
1900 Super saloon	1,750 0 0	2,626 7 0
T.I. saloon	1,900 0 0	2,851 7 0
Primavera coupé	1,995 0 0	2,993 17 0
Sprint	2,500 0 0	3,751 7 0
<b>ALLARD</b>		
Monte Carlo saloon	1,782 0 0	2,674 7 0
Safari estate car	1,782 0 0	2,674 7 0
K3 touring 3-seater	1,537 0 0	2,306 17 0
J.R. sports-racer	1,722 0 0	2,584 7 0
<b>AVIS</b>		
3-litre Graber saloon	1,850 0 0	2,776 7 0
<b>A-SIDELEY</b>		
Sapphire 346 saloon (synchromesh) (preselector)	1,215 0 0	1,823 17 0
(automatic)	1,285 0 0	1,928 17 0
Limousine	1,404 0 0	2,107 7 0
Sapphire 234 saloon	1,910 0 0	2,866 7 0
Sapphire 236 saloon	1,065 0 0	1,598 17 0
A-STON MARTIN		
D.B. 2½ saloon	2,050 0 0	3,076 7 0
Hardtop	2,050 0 0	3,076 7 0
Drop-head coupé	2,200 0 0	3,301 7 0
D.B.3S 2-seater	2,600 0 0	3,901 7 0
<b>AUSTIN</b>		
A.30 Seven 2-door	335 0 0	503 17 0
A.30 Countryman	395 0 0	593 17 0
A.40 Cambridge	468 0 0	703 7 0
A.40 Countryman	516 0 0	775 7 0
A.50 Cambridge	478 0 0	718 7 0
A.90 Westminster	558 0 0	838 7 0
A.135 Princess III		
S.W.B. saloon	1,665 0 0	2,498 17 0
L.W.B. limousine	2,000 0 0	3,001 7 0
<b>AUSTIN-HEALEY</b>		
100 sports 2-seater	750 0 0	1,126 7 0
100M sports 2-seater	855 0 0	1,283 17 0
<b>BENTLEY</b>		
Series S saloon	3,295 0 0	4,943 17 0
Jas. Young saloon	4,665 0 0	6,998 17 0
Hooper saloon	4,715 0 0	7,073 17 0
Continental H. J.		
Mulliner saloon	4,960 0 0	7,441 7 0
Park Ward saloon	4,775 0 0	7,163 17 0
Park Ward D.H. coupé	4,775 0 0	7,163 17 0
<b>B.M.W.</b>		
Type 501 6 cyl. saloon	1,377 0 0	2,066 17 0
8 cyl. limousine	1,638 0 0	2,458 7 0
Type 502 limousine	1,792 0 0	2,682 11 0
Type 503 sports	2,975 0 0	4,463 17 0
Fixed head coupé	2,975 0 0	4,463 17 0
Type 507 sports	2,800 0 0	4,201 11 0
Isotta Monza coupé	292 0 0	439 7 0
<b>BORGWARD</b>		
Isabella 60 saloon	806 2 11	1,210 11 5
Coupé	1,248 13 10	1,874 7 9
Station wagon	858 1 9	1,288 9 8
Isabella TS saloon	916 15 0	1,376 11 8
Pullman 2400 saloon	1,409 2 1	2,115 0 2
Saloon (Hansamatic)	1,501 7 0	2,253 7 6
<b>BRISTOL</b>		
405 saloon	2,390 0 0	3,586 7 0
Drop-head coupé	2,450 0 0	3,676 7 0
<b>CADILLAC</b>		
Series 62-19 saloon	—	—
Eldorado convertible	—	—
Fleetwood saloon	—	—
<b>CITROËN</b>		
2 c.v. saloon	398 0 0	598 7 0
2-litre DS19 saloon	990 0 0	1,486 7 0
<b>CONTINENTAL</b>		
Mark II Coupé	—	—
<b>DAIMLER</b>		
Conquest saloon	1,066 0 0	1,600 7 0
Conquest Mark II	1,156 0 0	1,735 7 0
Conquest Century	1,172 0 0	1,759 7 0
Mark II	1,264 0 0	1,897 7 0
2½-litre drop-head	1,360 0 0	2,041 7 0
One-O-Four saloon	1,885 0 0	2,828 17 0
Lady's model	2,105 0 0	3,158 7 0
4½-litre saloon	2,293 0 0	3,440 17 0
D.K. 420 limousine	2,793 0 0	4,190 17 0
<b>DELOW</b>		
Mark IIB sports	448 0 0	673 7 0
Mark IIC sports	477 0 0	716 17 0
Mark V sports 2-seater	542 0 0	814 17 0
<b>D.K.W.</b>		
Three-six saloon	632 0 0	949 7 0
<b>FAIRTHORPE</b>		
Mark IM	259 17 0	391 2 6
Mark IIA	291 17 0	439 2 6
Mark III	332 14 0	500 8 0
<b>FIAT</b>		
600 saloon	412 10 0	620 2 0
New 1100 saloon	578 10 0	869 2 0
1100 TV saloon	750 0 0	1,126 7 0
1400A saloon	774 0 0	1,162 7 0
1900 saloon	980 0 0	1,471 7 0

(Continued on next page)

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SUNBEAM	Talbot "90" Mk. II Saloon grey, red leather, screen wipers, embelishers, heater ...
VOLKSWAGEN	Lux Saloon green, loc covers one owner...
FORD	Zodiac Saloon green/black leather, heater, screen washers, rim embelishers, one owner, 18,000 miles
AUSTIN	A40 Utility, one owner, 6-seater, heater
CHRYSLER	New Yorker, green, automatic gearbox, heater, radio
RILEY	1½-litre Saloon, black, red leather, radio
VOLKSWAGEN	Saloon, black
MORRIS	8 4-door Saloon, Series II, black, brown leather
LAGONDA	V12 Sedanca Coupe by James Young, grey, radio, approximately 10,000 miles, since complete engine overhaul
LAGONDA	V12 2-door Saloon, black, beige leather, radio, heater...
LAGONDA	4½-litre 4-seater Saloon, black

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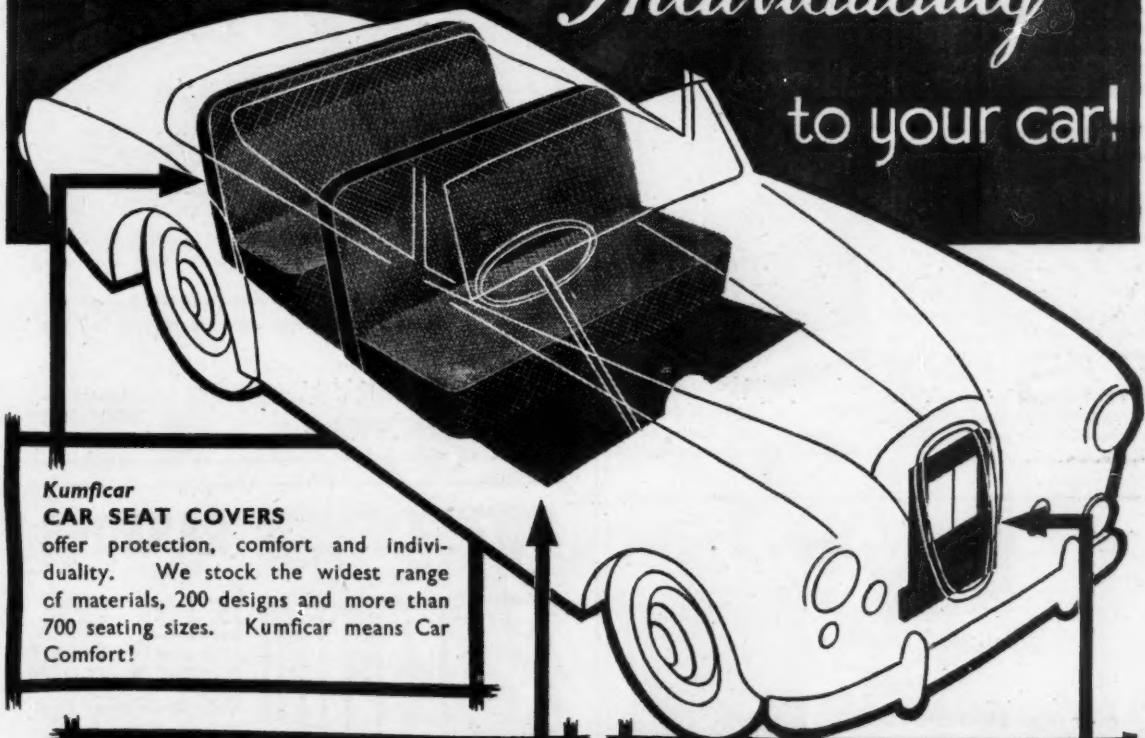
## NEW CAR PRICES . . . . .

continued

	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
<b>FORD</b>			<b>OLDSMOBILE</b>		
Popular saloon ...	275 0 0	413 17 0	Series 88 Super saloon ...	1,640 0 0	2,460 15 0
Anglia saloon ...	360 0 0	541 7 0	Series 98 de luxe saloon ...	1,985 0 0	2,978 17 0
Saloon de luxe ...	382 0 0	574 7 0	Starfire convertible ...	2,080 0 0	3,121 7 0
Prefect saloon ...	395 0 0	593 17 0	<b>PACKARD</b>		
Saloon de luxe ...	420 0 0	631 7 0	Clipper de luxe saloon ...	2,206 0 0	3,310 4 9
Escort estate car ...	414 0 0	622 7 0	Patrician ...	2,762 0 0	4,144 4 9
Squire estate car ...	445 0 0	668 17 0	Caribbean hardtop ...	3,115 0 0	4,673 14 9
Consul saloon ...	470 0 0	706 7 0	<b>PANHARD</b>		
Zephyr saloon ...	532 0 0	799 7 0	Dyna Junior sports cabriolet ...	755 15 4	1,165 0 0
Zephyr Zodiac ...	600 0 0	901 7 0	Dyna de luxe Special saloon ...	702 8 8	1,055 0 0
<b>FORD (Canadian)</b>			<b>PEUGEOT</b>		
Fairlane saloon ...	—	—	Type 203 saloon ...	633 9 1	952 8 2
<b>FRAZER NASH</b>			Station wagon ...	732 17 4	1,100 10 6
Targa Florio Fast Road- ster ...	1,650 0 0	2,476 7 0	Type 403 saloon ...	796 2 11	1,195 11 5
Turismo fixed-head coupe ...	2,150 0 0	3,226 7 0	<b>PONTIAC</b>		
Mark II competition ...	2,250 0 0	3,376 7 0	Chieftain saloon ...	1,450 0 0	2,176 1 2
Le Mans fixed-head coupe ...	2,450 0 0	3,676 7 0	Cacalina coupe ...	1,976 0 0	2,962 8 10
Sebring 2-seater ...	2,250 0 0	3,376 7 0	Star Chief convertible ...	2,050 0 0	3,073 5 0
<b>HILLMAN</b>			<b>PORSCHE</b>		
Minx special saloon ...	470 0 0	706 7 0	Type 356 1600 Speed- ster ...	1,225 0 0	1,838 17 0
De luxe saloon ...	495 0 0	743 17 0	Fixed-head coupe ...	1,260 0 0	1,891 7 0
Californian ...	550 0 0	826 7 0	Drop-fixed-head coupe ...	1,380 0 0	2,071 7 0
Estate car ...	565 0 0	848 17 0	Drop-head cabriolet ...	1,380 0 0	2,071 7 0
Husky ...	415 0 0	623 17 0	Super drop-head coupe ...	1,500 0 0	2,251 7 0
H.R.G.	1½-litre 2-seater ...	895 0 0	Type 550 (500) spyder ...	2,715 0 0	4,073 17 0
<b>HUDSON</b>			Carrera coupe ...	1,865 0 0	2,798 17 0
Rambler super saloon ...	—	—	<b>RENAULT</b>		
Wasp saloon ...	—	—	750 de luxe saloon ...	422 10 0	635 2 0
Hornet saloon ...	—	—	De luxe saloon (sliding roof) ...	434 10 0	653 2 0
<b>HUMBER</b>			De luxe saloon (Ferlec clutch) ...	442 0 0	664 7 0
Hawk saloon ...	715 0 0	1,073 17 0	Frégate 2-litre saloon ...	699 0 0	1,049 17 0
Touring limousine ...	795 0 0	1,193 17 0	Grand Pavois saloon ...	850 0 0	1,276 7 0
Estate car ...	885 0 0	1,328 17 0	Amiral saloon ...	829 0 0	1,244 17 0
Super Snipe saloon ...	1,095 0 0	1,643 17 0	<b>RILEY</b>		
Touring limousine ...	1,175 0 0	1,763 17 0	Pathfinder saloon ...	875 0 0	1,313 17 0
<b>JAGUAR</b>			<b>ROLLS-ROYCE</b>		
2.4-litre saloon ...	895 0 0	1,343 17 0	Silver Cloud saloon ...	3,385 0 0	5,078 17 0
Special Equipment ...	916 0 0	1,375 7 0	Hooper saloon ...	4,805 0 0	7,208 17 0
Saloon (overdrive) ...	940 0 0	1,411 7 0	H. J. Mulliner saloon ...	4,905 0 0	7,426 7 0
Mark VII Type M ...	1,140 0 0	1,711 7 0	Jas. Young saloon ...	4,755 0 0	7,133 17 0
Saloon (overdrive) ...	1,185 0 0	1,778 17 0	Silver Wraith Series E		
Saloon (automatic) ...	1,268 0 0	1,903 7 0	Park Ward touring saloon ...	5,170 0 0	7,756 7 0
XK 140 sports 2-seater ...	1,217 10 0	1,692 12 0	Park Ward limousine ...	5,295 0 0	7,943 17 0
Drophead coupé ...	1,160 0 0	1,741 7 0	Hooper touring limousine ...	5,295 0 0	7,943 17 0
Fixed-head coupé ...	1,140 0 0	1,711 7 0	Hooper limousine ...	5,295 0 0	7,943 17 0
D-type sports 2-seater ...	2,585 0 0	3,878 17 0	H. J. Mulliner touring limousine ...	5,265 0 0	7,898 17 0
<b>JENSEN</b>			Jas. Young saloon ...	5,295 0 0	7,943 17 0
Model 541 saloon ...	1,285 0 0	1,928 17 0	<b>ROVER</b>		
Interceptor de luxe ...	1,800 0 0	2,701 7 0	60 saloon ...	840 0 0	1,261 7 0
Convertible de luxe ...	1,800 0 0	[2,701 7 0]	75 saloon ...	915 0 0	1,373 17 0
<b>LAGONDA</b>			90 saloon ...	945 0 0	1,418 17 0
3-litre saloon ...	2,600 0 0	3,901 7 0	<b>SIMCA ARONDE</b>		
Drophead coupé ...	2,700 0 0	4,051 7 0	1300 Elysée saloon ...	609 10 0	915 12 0
<b>LANCHester</b>			Grand Large ...	662 0 0	994 7 0
Sprite saloon ...	866 0 0	1,300 7 0	<b>SIMCA VEDETTE</b>		
<b>LANCIA</b>			Trianon saloon ...	891 0 0	1,337 17 0
Appia saloon ...	1,250 0 0	1,876 7 0	Versailles saloon ...	938 0 0	1,408 7 0
Aurelia Series II saloon ...	1,550 0 0	2,326 7 0	Régence saloon ...	1,053 0 0	1,580 17 0
Aurelia Grand Turis- mo ...	2,115 0 0	3,173 17 0	Min. station wagon ...	1,225 0 0	1,838 17 0
Spyder ...	2,115 0 0	3,173 17 0	<b>SINGER</b>		
<b>LINCOLN</b>			Hunter S saloon ...	612 0 0	919 7 0
Premiere saloon ...	—	—	Hunter saloon ...	687 10 0	1,032 12 0
<b>MERCEDES-BENZ</b>			Hunter 75 saloon ...	811 0 0	1,217 17 0
180 saloon ...	1,195 0 0	1,793 17 0	<b>SKODA</b>		
180D (diesel) saloon ...	1,260 0 0	1,891 7 0	440 saloon de luxe ...	560 0 0	841 7 0
190SL sports saloon ...	1,850 0 0	2,776 7 0	1200 saloon ...	630 0 0	946 7 0
220s saloon ...	1,552 0 0	2,329 7 0	<b>STANDARD</b>		
330 saloon ...	2,525 0 0	3,788 17 0	Eight Family saloon ...	369 0 0	554 17 0
300C saloon de luxe ...	2,675 0 0	4,013 17 0	Super saloon ...	405 0 0	608 17 0
300S coupe ...	4,110 0 0	6,166 7 0	Tan. Sun saloon ...	430 0 0	646 7 0
300SL saloon ...	3,100 0 0	4,651 7 0	Companion estate car ...	485 0 0	728 17 0
<b>MERCURY</b>			Vanguard III saloon ...	599 0 0	899 17 0
Montclair saloon ...	—	—	Estate car ...	633 0 0	950 17 0
<b>M.G.</b>			Vanguard diesel saloon ...	735 0 0	1,103 17 0
MGA 2-seater ...	595 0 0	893 17 0	<b>STUDEBAKER</b>		
Magnette saloon ...	645 0 0	968 17 0	Champion Custom ...	1,267 0 0	1,901 17 0
<b>MORGAN</b>			Commander ...	1,387 0 0	2,081 17 0
4/4 Series II 2-seater ...	450 0 0	676 7 0	President ...	1,449 0 0	2,174 17 0
Plus 4 (TR) 2-seater ...	595 0 0	893 17 0	<b>SUNBEAM</b>		
4-seater ...	610 0 0	916 7 0	Rapier saloon ...	695 0 0	1,043 17 0
Drop-head coupé ...	640 0 0	961 7 0	Mark III saloon ...	835 0 0	1,253 17 0
Plus 4 (Vanguard) 4- seater ...	580 0 0	871 7 0	<b>TRIUMPH</b>		
Drop-head coupé ...	610 0 0	916 7 0	T.R.22-seater ...	625 0 0	938 17 0
<b>MORRIS</b>			Hardtop ...	670 0 0	1,006 7 0
Minor, Series II, saloon ...	373 0 0	560 17 0	T.R.3 sports 2-seater ...	650 0 0	976 7 0
Saloon de luxe ...	389 0 0	584 17 0	Hardtop ...	695 0 0	1,043 17 0
Saloon 4-door ...	395 0 0	593 17 0	<b>VAUXHALL</b>		
Convertible ...	373 0 0	560 17 0	Wyvern saloon ...	510 0 0	766 7 0
Traveller ...	422 10 0	635 2 0	Velox saloon ...	560 0 0	841 7 0
Cowley saloon ...	495 0 0	743 17 0	Cresta saloon ...	620 0 0	931 7 0
Oxford, Series II saloon ...	525 0 0	788 17 0	<b>VOLKSWAGEN</b>		
Traveller ...	580 0 0	871 7 0	Standard saloon ...	422 10 0	635 2 0
Iris saloon ...	565 0 0	848 17 0	Saloon de luxe ...	492 10 0	740 2 0
Traveller ...	675 0 0	1,013 17 0	Sliding head ...	525 0 0	788 17 0
<b>NASH</b>			Convertible ...	670 0 0	1,006 7 0
Rambler ...	—	—	<b>WOLSELEY</b>		
Ambassador saloon ...	—	—	Four-forty-four saloon ...	595 0 0	893 17 0
Statesman saloon ...	—	—	Six-ninety saloon ...	750 0 0	1,126 7 0

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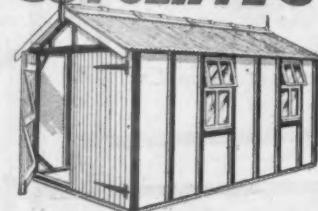
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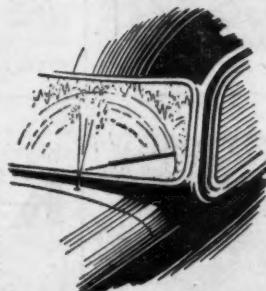
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1955 has passed into history and 1956 is taking over. As soon as the New Year dawns, folk begin to look forward to Spring and Summer, and in the hopeful anticipation of a repeat of last summer's wonderful weather, the car buying public will soon again be considering making their purchase or exchanging the car they have for something better, and we do consider for many reasons that 1956 will be a "boom" year in the Motor Trade. For what it is worth therefore our advice to those who are contemplating making the plunge, NOW, or certainly in the immediate future, is the time to do it. If you are offered your new car now, take it now, in case you don't get the chance later on when you really want it. If you have no hope of getting a new car or you can't afford one, be well advised to get your secondhand one soon, because we are quite certain that in a few weeks time values will have risen considerably. If your purchase has to be a secondhand car, our additional advice is to make sure that you approach the matter wisely and carefully. Whatever you can afford and are willing to pay, whether it is £200, £500 or more, is still, to you, an awful lot of money, and you obviously want to invest it in something which constitutes good value, a car which, when the initial outlay is made, does not require pounds and pounds spent on it to put it in good order, and thereby raises the price in a short time to a figure far above its actual value. To repeat what we have so often tried to convey. Surely it is better to pay a fair price for a good car in the first place, a car which has been carefully examined and overhauled by experts, and which carries with it a warranty of soundness, than to take a chance on what you think is a "bargain," but which turns out to be a costly and much regretted purchase. Before you do "take a chance," why not call at our garage at Kirriemuir, and see for yourself what reconditioning really means. We can really show you the vast difference there is between a sky purchase and a secure one. If you buy from us you will soon prove for yourself that the conditions we offer are genuine and quite unique, and if you don't buy, well at least we will have had the pleasure of showing you round the premises, and who knows but that you may become one of the vast number of our unpaid representatives.

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1954 FORD Zephyr Zodiac, grey/blue. Excellent condition, 17,000 miles.....	£695
1954 FORD Zephyr, black/red leather upholstery, fitted heater.....	£595
1954 FORD Consul, fawn/red leather, heater, 18,000 miles.....	£575
1953 FORD Zephyr, blue/blue leather, and heater.....	£525
1955 AUSTIN A30 2-door saloon, blue/beige upholstery, 3,000 miles. As new.....	£475
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1948 AUSTIN 16 saloon de luxe, engine reboxed.....	£295
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1949 8 h.p. sal., black/brown hide. £275-£125

1949 8 h.p. sal., black/brown hide. £260-£100

1947 10 h.p. sal., black/brown hide, original throughout. £310-£105

1946 10 h.p. sal., black/brown hide. £275-£125

1946 12 h.p. sal., "Ascot," black/brown hide. £210-£70

1929 10 h.p. "Goodwood" sal., blue/blue hide. £165-£55

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1954 AUSTIN A.30 four door sal. black/red interior, one owner, 8,000 miles only, as new through-out.....

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NEW FORD Consul sal. LIST ..... £206 7 0  
NEW FORD Popular, LIST ..... £113 10 0

'53 A.70 saloon, rad., htr. .... £465

'53 A.40 D.H. Coupe, rad., htr. .... £245

THE TOWER THE TOWER 2254

'53 Anglia '54 VAUXHALL Velox, March, 14,000 miles. Every possible Vauxhall accessory has been fitted to this car, incl. rad. and htr. .... £285

'53 FORD Consul, Dorchester grey, £100 worth of extras, 6,000 miles only.... £275

'53 HUMBER Hawk, rad., htr., rim-embellished, 1,000 miles only.... £260

'50 (Nor.) ROVER 75, 1 out., black/grey, 36,000 miles only. This car is as new.... £255

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'55 FORD Anglia, absolutely indistinguishable from new, fitted htr. .... £2550

'54 FORD Popular, black/red htr., choice of 2. From.... £2325

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ALL FORD CARS FOR IMMEDIATE OR EARLY DELIVERY.

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## the A90 SIX Westminster

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— then choose !

**Power** 6-cylinder, 2.6 litre, o.h.v. engine gives you cruising at 60-plus.  
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**REMEMBER** — Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell.

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Please send me a catalogue illustrating the A90 Westminster.

What will you allow me for the following:—

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*A complete range of all models and trial cars available at all Branches.*  
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# The Autocar

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**PRESS DATES**—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

### USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

GATEHOUSE offer:—

**1950** A.C. blue, in first-class condition, one owner, under 22,000 miles; £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. [C2621 4444]

**£385**—1948 (Sept.) A.C. 2-door saloon, dual colours, very fine condition; £385.—SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

**1952** A.C. saloon, excellent condition; £575.—Parsons & Parsons (Garages), Ltd., 109a New St., Harlow. Potted St. 121. [C2038]

**£525**!!—A.C. 2-litre 16hp sports saloon 1950, very pretty model with extremely smart bodywork, quite immaculate, interior, except for paintwork, fitted radio and other extras; £525 o.n.o.—Hilla Garage, Bexhill-on-Sea. [C4020]

**CAMDEN MOTORS**, Letchworth, Herts. Write for catalogue. Showrooms open until 8 p.m. [C1035]

**1935** A.C. sports saloon, new tyres, good mechanic, also a good body, green, beige leather, excellent performance; £135.—Lowther's Garages, Ltd., Park St., Shirley, Southampton. Tel. 71322. [C509]

**A.C.** Car, 1954 Buckland tourer, 11,000 miles; £200 down, £10 monthly payment for the period we will guarantee engine and mechanical defects; cash price £700.—Buckland Body Works, Ltd. All enquiries for A.C. Ace, Aceca and 2-litre saloons for quick deliveries, also for good second-hand A.C.s either wanted, for sale or exchange should be addressed to A.C. Distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth (Tel. Southbourne 43344 or 43345). [C4024/1]

**1955** A.C. Ace magnificient car in super mechanical condition, equal new in all respects, Michelin X tyres and £160 extra incl. latest type Marchal Rectiflux fog and two spotlights, one private owner to settle debt offers this real roadmaster and finest 100 mph sports car £750 below cost after only 11,000 car miles, h.p. arranged, £325 down, Poole Garage, Ringwood Rd., Poole, Dorset. Tel. Parkstone 534. [C1973]

**A.C. Cars Wanted**

**GATEHOUSE MOTORS** will purchase all types of A.C. cars.—I. Gatehouse, Lane, N.6., Mountview 4444. [W2021]

**R OWLAND SMITH'S, The Car Buyers.**—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. [C1090 6041]

**G OOD A.C. required immediately.**—G. Edwards, Amenny Lane, Harpenden, Herts. Harpenden 118. [W2000]

**Alfa-Romeo Spares and Service** THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2348-9. [C124/R]

**ALLARD**

**1949** Allard saloon, very fast and attractive car; genuine bargain at £295.—Chase, Rd., Epsom 5696-7. [C1090]

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072]

**B RADSTOCK MOTORS**, Ltd., offer:—

**1951** Allard Pl. saloon, grey, red wheels, one owner, a nice example; £325.—Chase, Rd., Epsom 5696-7. [C1090]

**F ACTORY serviced** Allard your wisest buy; always a good selection at competitive prices.

**D ILLARDS MOTORS**, Ltd. (main Alford distributors), 45, Acme Lane, Brixton, London, S.W.2. [C431]

**J. H. BARTLETT**.—Allard 1951 Pl. saloon, radio, heater, low mileage, excellent condition; £375.-27. Pembrey Villas, W.11. [C1013]

**£199**—Genuine 1948 Allard estate car, body, absolutely unrepeatable; £70 down, Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1024]

**1949** model drop head coupe, heater, spotlamps, screen washers, etc., floor gear lever, excellent example; £275; terms; exchanged.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C2045]

**P C.**—1949 Allard 81M drop head coupe, radio, heater, specimen; £295. 1948 Allard 71L sports 2-seater, cream; £295. 1947 Allard 71K sports 4-seater, cream; £295. 1947 Allard 71K sports 4-seater, cream; £295. 1947 Allard 71K sports 4-seater, cream; £295. [C3041]

**1949** drop head coupe, maintained in first-class order, fitted high compressed engine, twin carbs, high axle ratio, heater, screen-washers, for light, pass light, wing mirrors, radiator muff, excellent tyres, owner purchased new Healey; price £260 o.n.o.—Tel. Melton Mowbray 533. [C1956]

### SALES & WANTS

Turn to page 68 for  
Advertisement Form

**ALLARD**

**1951** Allard K2 sports 2-str., superb car for the enthusiast, impeccable condition, 10,500 miles, one owner, established rep. with red leather upholstery, air cushions, twin carb., alumin cylinder heads, must be seen to be appreciated; £795 o.n.o.—Hilla Garage, Bexhill-on-Sea. [C1967]

Allard Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham 6041. [W2021]

**RICHARDS & CARR**, Ltd., the best Allard buyers.—Kinnerton St., S.W.1. Sloane 5624.

**A** or exchange Allard cars.—43, Acme Lane, S.W.2. Brixton 6431. [C1046/R]

**CASH** immediately for good Allard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003]

**ALVIS**

**GATEHOUSE** offer:—

**1950** Alvis 14/75, black, fitted heater, in really first-class condition; £625.

**1949** Alvis, in first-class condition, black and silver; £575.

**1948** 14/75 drop head coupe, dual colour; £420.

**1935** Alvis Speed Twenty Charlesworth body, black; £195.

**1948** Alvis 14/75, black, one owner; £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

**BROOKLANDS**, Wholesale & Retail.

**NEW** 3-litre Graber saloon enquiries.

**1955** Alvis 3-litre TC21/100 saloon, radio.

**1954** Alvis 3-litre TC21/100 saloon, radio.

**1953** Alvis 3-litre saloon, radio.

**CONFIDENTIAL** terms; part-exchange.

**103**, New Bond St., London, W.1. Mayfair 8351. [C1028]

**ERIC HAYES**, Ltd. offer Alvis cars:—

**1949** 14hp saloon, fitted heater and taxed December; £525.

**1948** 14hp saloon, finished in black, fitted heater; £475.

**ERIC HAYES**, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033]

**1952** Alvis 3-litre saloon, black/white, one owner.

**DUNHAM & HAINES**, 46, Castle St., Luton, 2100-1. [C1079]

**1938** Alvis 19.8 saloon; £185. 3 months guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**1951** Alvis Silver Crest, unrepeatable; £119.—part exchange.

**1937** Pomeroy, 359, Hendon Way, N.W.4. Hen 8011-2. [C3063]

**1938** Alvis 12-70 sports saloon, engine overhauled, good condition; £200.—G. W. Wilkin, Ltd., 1, Weston Rd., Kingston 2241. [C1063]

**CASSEL'S MOTORS**, LTD., 1950, Alvis 14/70 saloon, radio and heater, genuine 36,000 miles, unblemished; £850; taxed to Dec. 1956; written guarantee; £5. Warren St., W.1. Eus. 4110. [C1040]

**£595**!!—Bargain price 1951 Alvis 3-litre de luxe saloon, two owners, 26,000 miles, "no choice specimen" 1951 model; also 1952 3-litre, one owner since new.

**£495**!!—1949 Alvis 14hp de luxe saloon, body work like brand new, speedometer reads 27,000, whole vehicle beautiful and genuine condition throughout.

**L AMBS OF WOOD GREEN** (Est. 1897).—100 guarantee, terms; exchanges; hire purchase. 421-423, Finchley Rd., Finchley (East Finchley Underground).

**1949** Alvis TA13 drop head four-seater coupe; £199. lent condition; chauffeur maintained, mileage under 20,000; price £500.—Miss Tufnell, Rooksnest, Lambourn, Berks. [C2052]

**1949** Alvis TA13 drop head four-seater coupe; £199. lent condition; chauffeur maintained, mileage under 20,000; price £500.—Miss Tufnell, Rooksnest, Lambourn, Berks. [C2052]

### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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### ALVIS

**TANKARD & SMITH**, Ltd., offer 1951 (Dec.) Alvis 5-litre saloon, black/red leather, heater, exceptional condition; £725; 5 months written guarantee. [C4025]

**A REA**, dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bottom Rd., Darwen (774), and Bottomgate, Blackburn (500). [C7041]

**£645**!!—1951 Alvis 3-litre sports saloon, black, red leather, heater, magnificent, low mileage specimen.—G. S. Hall, Ltd., 302, King St., Hampstead, W.1. [C4025]

**H P G**, dealers, new and used models always in stock; spare parts service.—Highgate Park Garage, Ltd., Beverley Rd., Highgate Park, London, E.4. Larkwood 7208. Sunday 1951 Alvis 14/75 drop head coupe, £275; terms and exchanges; [C4025]

**1938** Speed 25 drop head coupe, £195; 1937 Alvis Speed 25, £195; 1939 Alvis Speed 25 tourer, £195; 1939 Alvis 17hp sports saloon, £95.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C2041]

### Alvis Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash price for Alvis.—Hampstead (Tube), N.W.3. Ham 6041. [W2021]

**E RIC HAYES**, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. [C4025]

**GATEHOUSE MOTORS** will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

**Alvis Spares and Services**

**SERVICE** and spares for Alvis cars.

**A LVIS**, Ltd., Service Station, 932, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. [C4025]

**A ND** at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 3501. [C4025]

**CHARLES FOLLETT**, Ltd., Alvis Specialist. [S0391/R]

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts.

**SERVICE:** Barnsley Yard, off Elgin Ave., W.3. Tel. Cunningham 5956-7-8. [C4025]

**M ANCHESTER**.—Alvis repairers and spares, main agent.

**A FREEMAN**, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2784-5. [T0533/R]

**K INGSTON-ON-THAMES**.—Alvis specialists for sales and service.

**G. W. WILKIN**, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241. [S4053]

**L ANCASHIRE** and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (280), and 176, Deansgate, Manchester (Deansgate 4507). [T0533/R]

**AMERICAN CARS**

**PEDIGREE CARS** offer:—

**1955** Oldsmobile Rocket Super 88 electric drop head coupe, hydramatic, radio, heater.

**1953** Fordomatic Country Esquire, 9-seater, 4-door estate car, radio, heater, this car must be seen.

**1952** Nash Rambler Country Club saloon, right-hand drive, radio, heater, double electric overdrive.

**1951** Buick super electric drop head coupe, very good, radio, heater, immaculate.

**1950** Lincoln Continental, 6-cylinder OHV, hydramatic streamline saloon, extremely pretty design, immaculate two-tone.

**1949** Studebaker Champion electric drop head coupe, radio, heater, overdrive, new hood.

repainted.

**1950** Oldsmobile 6 hydramatic streamline saloon.

**1950** radio, heater, handsome car; £575.

**WE** accept English cars in exchange.—340, Euston Rd., N.W.1. Euston 7889. [C3093]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AMERICAN CARS

**SIMPSONS** offer:-  
**1955** Ford Victoria hard top, every conceivable extra.  
**1955** r.h.d. Dodge V-8 Royal, Hydramatic drive, power brakes, r. & h. all extras.  
**1954** r.h.d. Plymouth Savoy, r. & h. all extras.  
**1954** Ford Victoria hard top, all extras.  
**1953** Plymouth shooting brake, r. & h. signals, 6 passenger, powder blue  
**1953** Plymouth 2-door, all extras.

**Nash Rambler**, r.h.d., Hydramatic drive, r. & h. all extras.  
**1948** Buick, r. & h. all extras.  
**1948** Packard 6 cyl., very clean, radio.

**r.h.d. Chevrolet**, r. & h. all extras.  
**1949** r.h.d. Chevrolet Bel Air, V-8, r. & h. all extras.

**1955** Kaiser Manhattan, 8,000 miles, Hydramatic drive, r. & h. special show model.

**1952** Pontiac 2-door, r. & h. all extras.  
**1950** Chevrolet 2-door, r. & h. all extras.  
**1949** Ford Custom convertible, r. & h. all extras.  
**1953** Nash Rambler, r.h.d., r. & h. all extras.

**AMERICAN** Continental and English cars taken in part exchange.  
**SIMPSONS CARS (WEMBLEY) LTD.**, (American Car Specialists), 345, High Rd., Wembley NW9/3903.

**PONTIAC**, regd. Nov. 1953 (late 1952 model), r.h.d., blue, Chieftain, many extras, appearance and condition excellent; £250.—Tudor Autos, Ravensbourne 6725.

**BRITISH & COLONIAL MOTORS LTD.**, offer a selection of post-war American cars, enquiries invited.—13-14, Upper St. Martin's Lane, London, WC2 [C1027].

**1949** Buick 30.6 Super Straight-8, r.h.d., fitted radio, heater, leather trim, in really immaculate condition, can be seen by appointment at Vincent Greenhouse (Wrexham), Ltd., Tel. Wrexham 3431.

**JOH THOMPSON MOTORS LTD.**, offer a selection of late model cars in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at 91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

## American Cars Wanted

**ATTENTION!!!**  
**SIMPSONS**, The American Car Buyers, require all American cars.—Wembley 8C91/3903, 345, High Rd., Wembley. [FW4015/R]

**WANTED**, American car, 1953 model onwards, state lowest cash price.—Hardy, Harold Rd., Hanwell 4944.

**ALEX COWLEY AUTOMOBILES LTD.**, most eager buyers of quality American automobiles; trade enquiries welcomed.—Euston 2565/1143. [W1111]  
**BRITISH & COLONIAL LTD.**, distributor for London and Home Counties, require good Chevrolets etc.—Upper St. Martin's Lane (adj.), Leicester Sq., Tavistock St., London, W.C.2. Temple Bar 3588.

## ARMSTRONG SIDDELEY

**W**  
**M**  
**L**  
**WELBECK MOTORS LTD.**, for new and used Armstrong Siddeley:—  
**1955** Armstrong Siddeley Sapphire, duo green, synchromesh, mileage 12,000 approximately, as new; £1,295.  
**1953** Armstrong Siddeley Hurricane drop head coupe, grey with blue hide, mileage 20,000 approx., synchromesh; £625.  
**1950** Armstrong Siddeley Hurricane 18hp drop head coupe, black, synchromesh, very good Armstrong Siddeley history; £295.

**ND**  
**SP**  
**ES**  
**pecial chassis** Armstrong Siddeley 18hp Hooper drop head coupe, preselecter gear box, unique special build car originally costing £2,000, latest most beautiful Hooper lines, synchromesh, hood and windows, every conceivable extra and luxury fitting.

**WELBECK MOTORS LTD.**, 107, Crawford St., London, W.1 (near Baker St. Station). [C4049]

**A**  
**A**  
**ARNES OF ALBEMARLE ST.** offer:—

**1954** Sapphire, unregistered, slightly shop-soiled, preselecter gear box; £1,495.  
**1954** Sapphires, preselecter, choice of 2; £1,145.

**ALL** the above cars carry our 3 months' guarantee.

**SHOWROOMS:** 28, Albemarle St., W.1. Hyde Park 9323.  
**SPARES** and service: Steeles Rd., Haverstock-on-Thames, Kingston 1001. [C1109]

**P & J**  
**PASS** & **JOYCE**, Ltd. (England's largest distributors), offer:—

**1954** Armstrong Siddeley Sapphire, metallic grey, immaculate condition; £1,125.—184-186, Great Portland St., W.1. Museum 1001. [C5039]

**BENTALLS LTD.**

**1947** Armstrong Typhoon, black, beige upholstery; £295.

**1946** Armstrong Hurricane, black, brown upholstery, radio, heater; £295.—Kingston-on-Thames, Kingston 1001. [C1093]

**BOON & PORTER**, Ltd.

**1954** Sapphire, one owner, radio, 28,000 miles, synchromesh, really exceptional car; £995.

**CASTELNAU**, S.W.15 (Hammersmith Bridge), Riv. 4444. [C1022]

## ARMSTRONG SIDDELEY

## Armstrong Siddeley Cars Wanted

**WILSONS**, The Enthusiastic Owner-Agents, want Armstrongs.—Brixton 4011, or Epsom 3901. [FW4085/R]

**MARSTON MOTOR CO. LTD.**, for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C1083/R]

**PASS & JOYCE LTD.**, England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-186, Gt. Portland St., W.1. Museum 1001. [C0835/R]

## Armstrong Siddeley Spares and Service

**ARCOT ENGINEERING, LTD.**

**ARMSTRONG SIDDELEY** specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed service by specialists; trade and retail.

**PRESELECTOR** gear boxes, exchanges, reconditioning 45 hrs. Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kent 7501 am. 732. [C0644/R]

**DISMANTLING** for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey. Tel. 4151. [C0004/R]

**WILSONS**, "The Enthusiastic Owner-Agents," are pleased to offer Service that Excelles, 3, Acre Lane, W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [C10401]

**BIRKETTS (FINCHLEY) LTD.**, offer:— [C10401]

**1955** Armstrong Lancaster, black, red interior; 15,000 miles, odd, brown leather, some wear, good opportunity to purchase one of these rare models in new condition at the very realistic price of £795.

**1949** Armstrong Siddeley Typhoon, black, very good condition; £425.—Portsmouth Rd., Thomas Ditton, Emberbrook 5551-2-3. [C4003]

**1951** Armstrong Lancaster saloon; £375. [C10401]

**1950** Armstrong Lancaster, black, red interior; 15,000 miles, new, mechanically faultless; £395; written guarantee, terms, exchanges. [C4005/R]

**1949** Armstrong Siddeley Typhoon, black, very good condition; £425.—Finsbury 0032-3-4 any time. [C4005]

**1951** Armstrong Lancaster saloon; £375. [C10401]

**1950** Armstrong Lancaster, black, red interior; 15,000 miles, new, mechanically faultless; £395; written guarantee, terms, exchanges. [C4005/R]

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**1951** Armstrong Lancaster, black, red interior;

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A30

**CAR MART, Ltd.** London distributors.

**AUSTIN** 2-door saloon, grey, with red upholstery; £450.  
**AUSTIN** 4-door saloon, grey, with red upholstery; £470.

**CAR MART, Ltd.** 320, Euston Rd., London, N.W.1.

Euston 12121. [C1039]

**RAYMOND WAY.**

**RAYMOND WAY OF KILBURN.**

**RAYMOND WAY.** The Hire Purchase specialists.

**AUSTIN** 4-door saloon, in immaculate condition throughout, 19,000 miles, heater, one careful owner, only 399gns.

**HIRE PURCHASE** terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. **Maida Vale** 6044 connecting all branches and departments (Kilburn Park Station, Barberio Line) 159 yards. [C4047]

**H. A. SAUNDERS, Ltd.** offer:-

**AUSTIN** 2-door saloon, black, brown upholstered; £425. Tel. 4726.

**H. A. SAUNDERS, Ltd.** 536-542, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C2027]

**AUSTIN** A30, in perfect condition; £485.

**SOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016]

**AUSTIN** A30, blue, 4-door, 4,100 miles; £465. Tel. 6371. [C978]

**WHY secondhand?** New A30's available.—Shawwood Motors, 32, Uxbridge Rd., W.5. Ealing 1473. [C4040]

**AUSTIN** A30, 2-door, from £395.—Montrose Motors, Epping New Rd., Buckhurst 1171. [C3088]

**AUSTIN** 2-door saloon, heater, £455.—F. Gass, 60, Corn St., Witney. Oxon. [C958]

**AUSTIN** A30 4-door saloon, blue, 800 miles, as new condition; £475.—Haskins, Ladbrooke 1155. [C3027]

**£395!!!**—**AUSTIN** A30 4-door saloon, 1953, heater, excellent condition; terms, exchanges.—Ferriale 0530.

**AUSTIN** 4-door saloon, 1955, dual colour, immaculate; £440, exchange, h.p.—Maiden (Survey) 0169. [C976]

**OCTOBER** 1953. **AUSTIN** A30 de luxe 4-door saloon, one owner, loose covers, taxed; £420.—110, Battersea Rise, S.W.11. Battersby 0349. [C1096]

**PRIDE & CLARKE, Ltd.** 1955 Austin A30 saloon, 7,000 miles; £395.—10,000 miles; £399. [C952]

**£555**—**STOWEY** Rd., S.W.1. Stowey 6281. [C4056]

**AUSTIN** A30 2-door saloon, one owner, excellent condition, heater, low mileage; £445; h.p. terms.—J. & Z. Motors, High St., West Wickham. Spring-park 1581. [C974]

**1955 (June)** **AUSTIN** A30 Countryman, heater, loose covers, practically unused; £100 under-rent price.—Gerald Leventon, Ltd., Rickmansworth, Tel. 3526. [C9823]

**1954 (July)** **AUSTIN** A30 2-door, heater, black, red upholstery, exceptional condition, one driver; £415.—Tel. Kingston 7441 day time, Chobham 269 0100. [C9749]

**1955 (November)** **AUSTIN** A30 4-door saloon, Con-way blue, heater, as new; £520.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3335. [C1083]

"H-1-POWER" twin carburetor conversion kit. "H-fantastic" performance with economy; £35 fitted, including modified cylinder head, etc.; send for data and price list.

**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. 545. [C1094]

## Austin A30 Cars Wanted

**C**  
**M**  
**CAR MART, Ltd.** London distributors, are anxious

to purchase **AUSTIN** A30 cars and will pay attractive

prices for those in exceptional condition.

**CAR MART, Ltd.** 582 Streatham High Rd., S.W.16. Streatham 0054. [C952/R]

**CASH** immediately for good **AUSTIN** A30.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. 5041. [C9801]

**ROWLAND SMITH** the Car Buyers.—Highest cash prices for **AUSTIN** A30.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

## AUSTIN EIGHT

95 gns.—**AUSTIN** 8 1939 saloon, sliding head, leather; terms, exchanged; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018/R]

## Austin Eight Cars Wanted

**ROWLAND SMITH** the Car Buyers.—Highest cash prices for **AUSTIN** 8.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

## Austin Ten

1946 **AUSTIN** 10 saloon, black with blue leather; £295.—Montrose Motors, Epping New Rd., Buckhurst 1171. [C4036]

**1938** **AUSTIN** 10 Cambridge de luxe, exceptional throughout, two owners (one family) since new; £185.—Col. 7522. [C9765]

**1946** **AUSTIN** 10, immaculate condition, reconditioned engine; £350.—Kirkdale Cars, Cobham Corner, Sydenham St. 26. Sydenham 6129. [C1069]

**£298**—**AUSTIN** 10 Cambridge 1947 3-door, sliding roof, leather interior, exceptionally good performance; many others.—Hennemotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) [C1017]

**165 gns.**—**AUSTIN** 10 1939 Cambridge saloon, sliding roof, leather pastille; very good condition; choice of 4 **AUSTIN** 10s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**AUSTIN** Cambridge, original condition, one previous reverend owner, immaculate, must be the cleanest of its kind available, new road springs, kingpins and bushes, decarbonized 100 miles ago.—Forest Hill 5393. Cope, evenings; offers over £100. [C9757]

## The Autocar

## AUSTIN TEN

**SIMPSONS MOTORS (WEMBLEY), Ltd.**, English Car Sales Division offer:-

**1946** **AUSTIN** 10, £275—355, High Rd., Wembley 14015

**1939** **AUSTIN** 10 Cambridge de luxe saloon, this is models we have ever seen, one owner from new, finished in black with blue leather interior, this car has been maintained in a really excellent condition throughout, must be seen to be appreciated, a very beautiful specimen; £220. [C2001]

**MALDONSTONE ENGINEERING Co.**, Smethurst, St. Pendleton, Manchester, 6. Pen. 3457. [C2000]

## Austin Ten Cars Wanted

**GARDNER & CO. (HENDON)** will pay highest prices for good **AUSTIN** 10—Sunny Hill 3355 and 0060. [C1074]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for **AUSTIN** 10.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

## AUSTIN A40

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621. [C2042]

**1954** **AUSTIN** 10, beige; heater; £605.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whitestone, N.20. Hillside 6621. [C2042]

**BENTALLS LTD.**

**1952** **AUSTIN** A40 Somerset, blue, sliding head, heater; £495.—Kingston-on-Thames 1001. [C1093]

**CAR MART, Ltd.**

**AUSTIN** London distributors.

**AUSTIN** 10 Cambridge saloon, heater, black, with red upholstery; £610.

**CAR MART, Ltd.**, 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

**CAR MART, Ltd.**

**AUSTIN** London Distributors.

**AUSTIN** 10 Countryman, heater, green with brown upholstery; £575.

**CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039/1]

**B. J. HUNTER, Ltd.** offer:-

1956 series **AUSTIN** 10 saloon, works mileage only; £710.—Below.

1953 **AUSTIN** 40 foursome coupe, excellent condition, unmarked; £549.—Below.

1953 **AUSTIN** 40 saloon, late director's car; £525.

1951 **AUSTIN** 40 saloon de luxe model, with sun roof; £425.

**J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6203. [C2040]

**CASTLE STREET MOTORS, Ltd.**

1953—1949 **AUSTIN** A40 saloon, excellent condition.

1954 **AUSTIN** 10 coupe, heater; £495. [C1063]

**WARE MOTORS**, 472, Archway, Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074]

**H. A. SAUNDERS, Ltd.** offer:-

1953 **AUSTIN** 10 Somersett saloon, black, beige upholstery, sun roof, heater; £525.

1953 **AUSTIN** 10 Somersett saloon, grey, red upholstery; £525.

1954 **AUSTIN** 10 Somersett saloon, green, beige upholstery, heater, recorded mileage 16,180; £565.

1954 **AUSTIN** 10 Somersett saloon, blue, blue upholstery, recorded mileage 10,060; £595.

1954 **AUSTIN** 10 Somersett saloon, black, red upholstery, recorded mileage 19,050; £575.

1953 **AUSTIN** 10 Somersett saloon, black, red upholstery, recorded mileage 9,270; £535.

**H. A. SAUNDERS**, 12, Hillside 5272 (8 lines). [C2027]

**GUY SALMON AUTOMOBILES** offer:-

1953 (September) **AUSTIN** 10 Somersett convertible coupe, green/green leather, Ace Rimbellers, heater, excellent condition; £495.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division offer:-

**1951** **AUSTIN** 10, heater; £385. [C1045]

**AUSTIN** 10 Somersett, black, red leather, one owner car; £345.

**1953** **AUSTIN** 10 Somersett; £485.—Below.

**1952** **AUSTIN** 10 Somersett; £450.—Below.

**1951** **AUSTIN** 10 Devon; £425.—Below.

**GUY SALMON AUTOMOBILES** offer:-

1953 (September) **AUSTIN** 10 Somersett convertible coupe, green/green leather, Ace Rimbellers, heater, excellent condition; £379.—Steelie Griffiths, London, S.E.5. Rodney 2201. Hounslow 4606. Brixton 7554. [C1061]

**AUSTIN** 10 Devon, 1949, immac. cond., 10,000 miles since new engine, mist green, fawn upholstery, heater, spots; £350 o.n.o.—Morris, 22, Chepstow Villas, W.11. Bus. 1310. [C1048]

**1954** **AUSTIN** 10, blue, unmarked, heater, washers, sunroof, 15,000 miles only, one owner; £549.—Steelie Griffiths, London, S.E.5. Rodney 2201. Hounslow 4606. Brixton 7554. [C1061]

**£395!!!**—1951 **AUSTIN** 10 Countryman, immaculate condition, genuine bargain.—G. P. (Balham) Ltd., 2, Balham Hill, S.W.12 (100yds Clapham South Tube), Brixton 1107-8-9. [C2024]

**1954** (June) **AUSTIN** 10 Somersett coupe, 13,000 miles, green, one owner, leather, heater, seat covers, unblemished; £595.—Campbell Symonds, Wembly 6262. [C1037]

**1953** **AUSTIN** 10 convertible, black, heater, one owner, low mileage; £645; exchanges; terms, £200.

**PALMER'S**, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C1034]

**1952** (1953) model **AUSTIN** 10 Countryman, 1st registered in September, 32, 24,000 miles, part exchanged, interior and exterior repainted, new tyres all round; £425. Ellis Garage, Ossesbury 37. [C1035]

**1951** (November) **G.S.3** A40 saloon, green, brown hide, heater, sliding roof, etc., one owner, excellent order; £335.—Robbins, East Putney, S.W.15. Putney 5140. [C1040]

**CASS'S MOTOR MART**—1953 (July) **AUSTIN** 10 saloon, green, heater, immaculate; £525; taxed to Dec. 1956; one owner; written guarantee; £5 Warren St., W.1. Bus. 4110. [C1041]

**1952** **AUSTIN** 10 Somersett, 12,000 miles only, beautiful condition, heater; £510 John A. Sparks & Co., Austin Dealers, Streatham Hill, S.W.2. Tul. 3434. [C1042]

**1949** (October) **AUSTIN** 10 Devon saloon, green, beige interior, one ownership only, moderate mileage, good condition; £565.—Dinah's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073]

**AUSTIN** 10 Cambridge 4-door saloon, black with red leather upholstery, heater fitted; delivery mileage only; list price; exchanges and h.p. facilities.

Milton Motors, 258, Deansgate, Manchester, 3. Bla. 5625. [C1052]

**G & M ALFREDS** (1936), Ltd.—1955 **AUSTIN** 10, pick-up with tilt (£37); small mileage.

as new; £435; 1939 Ford 10cwt van, exceptional; £495 Morris 10cwt panel van, exceptional; £6-7 Warren St., W.1. Euston 3268. [C1053]

## AUSTIN A40

1954 A40 Somerset, green, sun roof, heater, leather, one owner; £605.—Elgar 4378 evenings. [C1040]

**WHY secondhand?** New A40's available.—Parke 1475. wood Motors, 32, Uxbridge Rd., W.5. Ealing 1475. [C1041]

**1954** **AUSTIN** A40, grey with blue leather, heater, spot lamps, immaculate condition, one owner; £555. [C1037]

**M'AKIN & HARRISON MOTORS, Ltd.**, 492-496, High Rd., Chiswick, W.4. Tel. Chiswick 0555. [C1037]

**1955** A40 Cambridge 4-door saloon, heater, loose covers, unblemished; £595.—Sargeant & Collett, 2242. Bromley 1171. [C1038]

**1952** **AUSTIN** A40 saloon, Epping New Rd., Buckhurst 1171. [C1039]

**1953** A40 Countryman, one owner, heater, in excellent condition; £475.—Arnott's Garages, Ltd., Grange Rd., Willesden, N.W.10. Willesden 101. [C1041]

**1954** A40 Somerset, £605.—Elgar 4378 evenings. [C1042]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1043]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1044]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1045]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1046]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1047]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1048]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1049]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1050]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1051]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1052]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1053]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1054]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1055]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1056]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1057]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1058]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1059]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1060]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1061]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1062]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1063]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1064]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1065]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1066]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1067]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1068]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1069]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1070]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1071]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1072]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1073]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1074]

**1954** A40 Cambridge 4-door saloon, heater, £545.—Ferriale 0530. [C1075]

**1954** A40 Cambridge 4-door sal

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Austin A40 Cars Wanted

**C**  
**M**  
CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.  
CAR MART, Ltd., 16 Uxbridge Rd., Ealing, W.5  
Ealing 6600 [C1018/R]

**R**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Austin A40—Hampstead (Tube), N.W.3  
Ealing 6041 [W4018/R]  
**A40** buyers—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018]

## AUSTIN A50

**W**  
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—  
**1954** blue, beige leather upholstery, heater, spot lamp, radio, condition: 25%.  
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. [C3042]  
CAR MART, Ltd.

AUSTIN London distributors.

**1955** Austin A50 Cambridge de luxe saloon, grey, with grey upholstery: £645.  
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

**B**. J. HUNTER, Ltd., offer:—  
**1955** Austin A50 saloon, low mileage, showroom condition: £650.  
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**H**. A. SAUNDERS, Ltd., offer:—  
**1955** Austin A50 Cambridge de luxe saloon, grey, red upholstery, recorded mileage 4,730: £675.  
H. A. SAUNDERS, Ltd., 836-842, Elgin Rd., North Finchley N.12. Hillside 5272 (8 lines). [C2027]

**CMI** CAR SALES (Prl. 6623), offer:—  
**1955** Austin A50 de luxe saloon, grey, one owner, taxed: £665; choice of several.  
THREE months' guarantee; terms; list on application. Swiss Cottage, Finchley Rd., N.W.3. [C1051]  
"HI-POWER" twin carburetor conversion gives amazingly improved performance.  
HIGH-RATE rear axles now available; send for details.  
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

**1954** A50 Cambridge, Cheltenham, grey, seat covers, two fog lamps, one careful owner: £625.—Campbell Symonds, Perivale 4456. [C1037]  
**1954** (October) Austin A50, 13,000 miles, blue with leather upholstery in first-class condition throughout: £610.—Laburnum 5384. [C1063]  
**1955** A50 Cambridge de luxe, pastel blue, one owner, new: £665.—Steel Griffiths, London, S.E.5. Rodney 2201-6. [C1064]  
WHY secondhand? New A50's available.—Shirewood Motors, 32, Brooklands Rd., W.5. Ealing 1475. [C1065]

**1955** model A50 de luxe, carefully used, unmarked: £595; terms; exchanges—Saunders, Abbott & Co., Ltd., 10, Uxbridge Rd., Ealing 6197.

**AUSTIN** A50 saloon, delivery mileage only. EX changes, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

**AUSTIN** A50 de luxe, 1955 (reg. Nov. '54), one owner 12,000 miles, unmarked, extras: £620; terms, exchange.—10, Winchmore Mews, N.W.3. Tel. 6186.

**1955** (November) Austin A50 de luxe saloon, Cheltenham, sea grey, radio, rim finishers, badge bar, as new: £725.—Bill Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 5335. [C1063]

**1955** only, one owner, completely as new: £625.—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middlesex, Hou. 6175. [C1065]

**1955** (July) Cambridge de luxe, grey/red leather, negligible mileage, immaculate unblemished condition: £640.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.1. Speedwell 0011. [C4004]

**625** gns.—Austin A50, May, 1955, Cambridge saloon, one careful owner, some mileage, exceptional terms, exchanges, list: open 9 week-days and after days—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**TANKARD & SMITH, Ltd.**, offer 1954 Austin A50 Cambridge saloon, blue/blue leather, one owner, heated seats, 12,000, superb condition: £665. 5 months' written guarantee 194-196, King's Rd., Chelsea, S.W.3. Flaxman 4901. [C4025]

## Austin A50 Cars Wanted

**C**  
**M**  
CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C058/R]

## AUSTIN TWELVE

**1937** Austin 12/4 saloon, black with brown leather upholstery, this car is in exceptional condition throughout and is a one-owner from new: £225; deposit £75.

**MCLAREN & COX, Ltd.**, 928, High Rd., North Finchley, N.12. Tel. Hillside 0568 and 6306-7-8. [C5083]

**Austin Twelve Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Austin 12—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

## AUSTIN SIXTEEN

**A**USTIN 16 Hire Car limousine 1951, 4-door model with forward occasionals, leather front and rear, one owner, taxed privately: £595.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

**SIMPSONS MOTORS**, (WEMBLEY), Ltd., English Car Sales Division offer:—  
**1947** Austin 16: £325.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

## AUSTIN SIXTEEN

**HIRECAR** limousine, 1951, reasonable mileage, nice chassis excellent throughout: £495; another similar, new type, immaculate coachwork, wonderful privately: £570.

**HIRECAR** limousine (April, 1952), genuine small

also privately owned, 1952, Gwen heaters, exceptional

order: £735.—Wilmoore Motors, Kendrick Place, South Kensington 6916. [C1103]

**H. A. SAUNDERS**, Ltd., offer:—

**1948** Austin 16 saloon black, brown upholstery, heater: £395.

**H. A. SAUNDERS**, Ltd., 836-842, Elgin Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C2027]

**HEADS**. Headrests. We build bearer or

decks on the 16 chassis. Brochures available.

**A LPE AND SAUNDERS** (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond, 1161.

[C1022]

**1949** Austin 16, excellent throughout: £365: 5

months' guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**1949** Austin 16 saloon, radio, guaranteed: £365.

Oldfield, 386, Kensington High St., W.14. Wens. 6631. [C3029]

**1949** Austin 16 £295!!! Also 1947/7 new engine,

Palmersom, Red Rd., N.W.3. Tel. 4725. [C1018]

**HIRECAR** 16, Hire Limousines. Full range of

guaranteed cars: £525-£775. Extra fit Standard Diesel, Alpine & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006]

**£125** Austin 16 de luxe saloon, fitted case

series, 1937-9 series, beautiful case, reliable and

economical (27 mpg).—Hampstead 7871. [C1069]

**AUSTIN Sixteen Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash price for Austin 16—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**AUSTIN** London distributors.

**1954** Austin A70 Hereford saloon, heater, cream, with red leather upholstery: £585.

**1953** Austin A70 Hereford saloon, heater, grey, with blue upholstery: £535.

**CAR MART**, Ltd., 362, Streatham High Rd., S.W.16. Streatham 0058. [C1039]

**CAR MART**, Ltd.

**AUSTIN** London Distributors.

**1952** Austin A70 Hereford Countryman, radio, heater, beige with brown upholstery: £575.

**CAR MART**, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039/1]

**BROOKLANDS**: Austin retail dealers

**1953** Austin A70 saloon, radio, heater.

**PART** exchange; guarantee

**103**, New Bond St., London, W.1. Mayfair 8351. [C1029]

**AUTOMOBILE & AIRCRAFT SERVICES**, Ltd.

**1954** A70: £555.

**1951** A70: £395.

**MARLBOROUGH WORKS**, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805 (5 lines). [C1008]

**1952** Austin A70 Hereford, heater; bargain £445.

**SCOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016]

**AUSTIN** A70: £555. full mileage: £495.—W. & G. Glasgow City 7701. [C1048]

**1951** Austin A70 Hereford, black, fitted heater, one owner: £345.—Tel. Putney 2770. [C3069]

**HEADS** Heavers. Heavers. We can supply deck

heavers on the A70 chassis, brochure available.

**A LPE AND SAUNDERS** (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond, 1161.

[C1022]

**1953** A70 saloon, heater, immaculate, guaranteed;

£530. 1950 patients—Vaughan, 17, Ascot. [C4078]

**AUSTIN** A70 de luxe saloon, finished black, 11, Ascot. [C4078]

**1954** Austin A70, one private owner, small mileage, fully guaranteed.—Grosvenor Motors (929), Rhyd, N. Wales. [C1021]

**1952** Herford saloon, black, heater, taxed, £410 or off-  
er. [C1022]

Lordship Lane, S.E.22. [C1022]

**1952** Austin A70 saloon, beige, brown leather, interior, heater, etc., one owner, 11,000 miles, fine condition throughout: £485.—Robbins, Putney, Tel. 2281-2. [C3010]

**1950** A70 Stanhope Countryman, a symphony in wood: £565.—Conway Motors (Hove), Ltd., 10 Kings Rd., Chelsea. Flaxman 7638 and Hove 30107. [C1017]

**1952** Austin A70 Herford, black, brown leather, throughout: £490.—Hillwood Motors, Mill Hill (London), 19534. [C4022]

**1952** (November) Austin A70 saloon, green/brown leather, just fitted Austin service engine, gear box reconditioned, heater, one owner, in very nice condition: £485.

**LONDON'S GARAGE**, Ltd., Royston, Herts. Tel. 2281-2. [C1034]

**1954** sliding roof, one owner, excellent condition: £495, terms.—Red Rics, 58, Battersea Bridge Rd., S.W.11. Battersea 6171. [C1076]

## Austin A70 Cars Wanted

**C**  
**M**  
CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

**CAR MART**, Ltd., Welsh Harp, Edgware Rd., N.W.9. Ham 6500. [C058/R]

**CASH** immediately for good Austin A70.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C1003]

## Austin A70 Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

## AUSTIN A90

**BIRKETT'S** (FINCHLEY) offer:—  
1952 Austin hard top, grey and blue, one owner, a magnificent car in every detail: £495; written guarantee.

**BIRKETT'S** (FINCHLEY) 597-401 High Rd., East Finchley, N.2. Finchley 0052-3-4, nightline. [C4065]

**1950** hood, superb condition: £425.

**PARADE MOTORS** (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 5592. [C5056]

**1952** Austin A90 Atlantic saloon, radio, heater.

**1952** one owner, £465.

**IPCO**, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952 3/4. [C3052]

"HI-POWER" twin carburetor conversion gives greatly improved performance; send for data and road test results.

**LEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

**1951** (Aug.) Austin A90 hardtop saloon, radio, heater: £425.-410, Spring Rd., Southampton. Tel. 49675. [C9445]

## Austin A90 Cars Wanted

**C**  
**M**  
CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C059/R]

## AUSTIN A90 (6-cyl.)

**CAR MART**, Ltd.

**AUSTIN** London distributors.

**1955** Austin A90 Westminster de luxe saloon, blue, with blue and beige upholstery: £725.

**CAR MART**, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039]

**H. A. SAUNDERS**, Ltd., offer:—

**1955** Austin A90 de luxe Westminster saloon, black, tan upholstery, recorded mileage 5,075: £745.

**H. A. SAUNDERS**, Ltd., 836-842, Elgin Rd., North Finchley N.12. Hillside 5272 (8 lines). [C2027]

**CMI** CAR SALES (Prl. 6623), offer:—

**1955** Austin A90 Westminster de luxe, radio, 5,000 miles, one owner, taxed: £775.

**THREE Months' guarantee; terms; list on application.** Swiss Cottage, Finchley Rd., N.W.3. [C1051]

**1955** Austin A90 Westminster de luxe saloon, black, red leather, heater, etc., 3,000 miles only, unmarked: £745.—Putney 2770, S.W.10. Hanworth Rd., Hounslow, Middlesex, Hou. 0175. [C1076]

**ROSE & YOUNG**, Ltd., offer:—1955 (November) Austin A90 Westminster de luxe saloon, 900 miles only, unmarked: £765.-65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

## AUSTIN EIGHTEEN

**1939** Austin 18 Windsor 7-seater saloon. Ex-changes, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

## AUSTIN A125 &amp; A135

**BENTALLS**, Ltd.

**1950** Austin Sheerline, black, beige upholstery, radio, heater; £455.—Kingston-on-Thames, Kingston 1001. [C1093]

**CAR MART**, Ltd.

**AUSTIN** London distributors.

**1949** Austin A135 Princess saloon, sliding head, radio, heater, black with beige upholstery: £645.

**CAR MART**, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039/1]

**CAR MART**, Ltd.

**1952** Austin A125 Sheerline saloon, radio, heater, black with brown upholstery: £775.

**CAR MART**, Ltd., Gloucester House, 157, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039]

**CAMDEN MOTORS**, Ltd.

**AUSTIN** Sheerline limousine 1951, long wheel base model, black, forward occasions, occasions, heater and radio, extremely good order: £1,075.

**AUSTIN** Sheerline limousine 1952, long wheel base with f1.0 with occasional (5-seaters), leather side panel, heater and radio, tax'd privately, white sidewall tyres, beige condition: £1,295.

**AUSTIN** Sheerline limousine 1953, long wheel base with f1.0, negl. miles, beige condition: £1,295.

**AUSTIN** Sheerline limousine 1953, long wheel base with f1.0, negl. miles, genuine one-owner, heater and radio, £1,075.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

**TOM GARNER**, Ltd., offer:

**1955** series Austin A135 Princess l.w.b. 7-passenger £2,625.

**1955** limousine, black, radio, etc., 7,000 miles: £2,625.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9268-6-7. [C2027]

**H. A. SAUNDERS**, Ltd., offer:—

**1952** Austin Sheerline saloon, metallic blue, blue upholstery, heater, radio: £645.

**A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C2027]

**1953** Austin Sheerline, black, one owner, low miles, fine condition: £795.

**GORDON CARS** (LONDON), Ltd., Highfield, Russell G. Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023]

**1952** Austin Princess, black/red leather, excellent condition: £645.

**DUNHAM & HAINES**, Ltd., Castle St., Luton, 2100-1. [C1079]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN A125 & A135**

CHARLES FOLLETT, Ltd., offer:-

**1950** (Dec.) Austin Princess touring limousine, with electric division, radio and heater, colour grey with blue leather; this car was sold new by us and is in excellent condition throughout; £795; 3 months' guarantee, h.p. and part exchange facilities. SHOWROOMS: 18, Berkeley St., W.I. Mayfair 6266.

**SERVICE** Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010]

**WHITEHALL MOTORS** ON COVENTRY offer:-

**1952** Austin Sheerline saloon, black, beige leather, bench type seating, radio, heater, one owner from new, low mileage.

**1951** Austin Sheerline saloon, silver grey, radio, heater, beige leather, one owner, low mileage, terms, exchanges available.

**WHITEHALL MOTORS** (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. [C4088]

**H E A R S E** Hearses. Hearses.—We build hearses and caskets on the Prince of Brothman's pattern.

**A L P E** AND **S A U N D E R S** (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

**1950** Austin Sheerline, radio, heater, perfect condition; £425. [C425]

**S C O T T** CARS 341-351 Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

**1951** Austin Sheerline saloon, black, beige hide, radio, heater, windscreen washers, perfect car, mechanically and body; £575.

**V A R E** MOTORS 275, Ashbury Rd., Highgate, N.6. Mountview 9039 & 3306. [C4074]

**1949** model Sheerline saloon, heater, radio, etc. one owner, impossible to fault; £435. [C4014/R]

Leventon, Ltd., Rickmansworth. Tel. 3326. [C4024]

**1952** Austin Sheerline saloon, radio/heater. Exchange, etc.—Autowork, Ltd., Southgate, N.10. Winchester. Tel. 4965. [C1010]

**1950** Austin Sheerline, colour black, with radio; £425. John Whaley, Ltd., London. [C4051]

Bishop's Stortford 1815. [C4051]

**1949** Austin Sheerline de luxe saloon, black, radio, heater; £425. Jaquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

**1951** model Austin Sheerline, black, beige hide, radio, heater, one owner, immaculate; £665 or £165. [C1024]

**1953** Austin Princess saloon, grey with blue hide, one owner, chauffeur driven, radio, heater, etc., superb condition; £875. G. Hitchin, 5, North Park, Sevenoaks, Kent. Tel. 4942.

**1952** Austin Princess saloon, black with beige upholstery, fitted radio and heater, excellent condition, fully guaranteed; £800. University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141.

**1949** (Nov.) Austin Sheerline, black, with beige upholstery, heater, radio, exceptional condition throughout, guaranteed 3 months; £465. Glover's Cars, Ltd., 4-6, High St., Worthing 4943. [C4069]

(Sept.) Sheerline saloon, black, genuine mileage 35,000 miles, good condition throughout; £450. The West Coast Motor Co., Ltd. (Est. 50 Years), 113, Mulberry St., Liverpool, 7. Royal 1918-9. [C4076]

**A & S LTD.** Guaranteed L.W.B. Limousines 1952, full with occasional, cloth rear seats, heater, private owner; £128. Another at £1095. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006]

**1949** (Nov.) Austin Sheerline, black with beige upholstery, heater, radio, etc., guaranteed throughout, guaranteed 3 months; £465. Grovers Cars, Ltd., 4-6, High St., Worthing. Tel. Worthing 4943. [C4067]

£777!!—Austin Princess de luxe saloon, with latest type bodywork and speedometer reading 14,000, no one could possibly believe this vehicle has been over four years old, fitted heater, radio, wheel trims, spot lamps, etc. [C4068]

**L AMBS OF WOOD GREEN** (Est. 1897).—100 guaranteed cars; exchanges hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). [C2052]

**£1650**—1955 model Austin Princess saloon, mileage 4,900, black/brown hide, whole car literally brand new; cost £2,400. Finns Motors, 11, Bennett Rd., Higher Crumpsall, Manchester. Chethill 1924. [C4053]

**1952** Austin Sheerline, black, beige leather, one owner, radio, heater, an exceptional car throughout; 3 months' guarantee; £545. Trinity Cars, Ltd., 94, North Side, Wandsworth Common, B.W.18. Vandye 1166. [C4054]

**£365**—1949 Sheerline saloon de luxe, very clean, locally owned and maintained by Austin main dealers, full history available, black and very clean throughout. A.A. or R.A.C. inspection invited. 3 months' mechanical guarantee to terms and exchanges.—Coachcraft, Elm Rd., Evesham. [C1053]

**1955** (May) Austin Princess, 8,500 miles only, de luxe saloon, latest type, fitted all chrome ribbon radiator, radio, heater, screen washers, special chrome front lights, wire mirrors, chrome bar, tonneau cover, black with beige hide, this car is in showroom condition; cost £2,500, including £200 worth of extras, will accept £1,975 or nearest. —Tel. Mr. Cornberg at Birmingham, Calthorpe 1682. [C4054]

**AUSTIN A125 and A135 Cars Wanted**

**C M** CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

**CAR MART**, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [C0522/R]

**C M** CAR MART Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

**CAR MART**, Ltd., 320 Euston Rd., London, N.W.1. Euston 1212. [C057/R]

**H** A. SAUNDERS require Princess and Sheerline saloons in part exchange for the new Princess models.—144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

**Austin A125 and A135 Cars Wanted**

**CHAIN OF EALING** require good used Austin Sheerlines and Princesses.—Perivale 4404. [W1042]

**AUSTIN** Sheerline limousine wanted for immediate use, preferably black.—Golly's Garage, Earl's Court Rd., S.W.5. Tel. 6648. [C583]

**AUSTIN HIRE CAR**

**1952** Austin hire car, taxi type, finished in black, one company car, not used for hire; £500. ERIC PAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033]

**AUSTIN Hire Car Wanted**

**AUSTIN** hire car, limousine required, other seven seaters considered, also Austin Sheerline hire requested.—81, Alresford Rd., Winchester. [W1010]

**Austin Miscellaneous Cars Wanted**

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin—Hampstead (Tube), N.W.3. Ham 6041. [W4012/R]

**M A T T O R** MOTOR CO. for your Austin—[W4012/R]

8000: Seven Sisters Rd., Tottenham, N.15. 10598/R

**WEYBRIDGE AUTOMOBILES**, Ltd., the Austin distributor, urgently require late type Austin.—Tel. Weybridge 233. [C541/R]

**Austin Spares and Service**

**F** OR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night service set available till 11 p.m.

**WIMBLEDON MOTOR WORKS**, Ltd., 29, High St., S.W.19. Vim. 0123. [C4044/R]

**NORMAND**, Ltd.

**M**ODERN equipment handled by a skilled staff assures spares and service.

**NORMAND**, Ltd., 405-8, King St., W.6. Riv. 3665. [C226]

**T**HE CAR MART, Ltd.

**L**ONDON distributors.—Spare parts for all model cars and trucks.

**T**HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, N.W.9 (Ealing 6600) and 352, Streatham High Rd., S.E.6 (Streatham 1000).

**AUSTIN** genuine spares and specialist service in the West End.

**S** MORRIS & CO., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C5050/R]

**U**NTIL the main agents for spares, service and repairs.

**TEL**. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-60. [C916/R]

**K**INGSTON - ON - THAMES.—Austin agents and specialists for sales and service.

**G** W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241. [S4053]

**DISMANTLING** for spares nearly all models 1929/1940—Wards Motor Stores, Wallasey. [C1007/R]

**AUSTIN** spares, any year, any part; largest stockists in the U.K.; exchange units; try Northwood's first—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [C1023/R]

**C** G. NORMAN & CO., authorised Austin main spare parts stockist, service spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [C2021/R]

**AUSTIN** 7 spares.—Largest stockists, lowest prices, exchange units, crutches, blocks, dynamos, etc., 5.8.c.c. for list.—William's, 18, Balham Hill, S.W.12. Battersea 3220/3769. [C4082/R]

**AUSTIN** parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts stockists, 1, Kingsway House, Green Rd., Deptford, Middlesex. [C4724/5/R]

**PRYNN & STEVENS**, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acme Lane, S.W.2. Bristol 1155. [C0484/R]

**AUSTIN-HEALEY**

**C L U B M A N A U T O S** Ltd

**1955** Austin-Healey 100, Le Mans specifications green with green leather, overdrive, heater luggage rack, cigarette lighter, many extras, one owner, low mileage, immaculate condition; £875. [C1095]

**DUNCAN HAMILTON** & Co., offer:-

**1953** (November) Healey, colour red with black interior, 18,000 miles, fitted heater and overdrive, very beautiful motor car, carefully maintained; £660. [C581]

**J. H. BARTLETT**—Austin-Healey 1953 (late) 138—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night.

**J. H. BARTLETT**—Austin-Healey 1953 (late) 138—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night.

**695** gns.—Austin-Healey super sports 2-seater, red, red leather, overdrive, heater, badge bar, excellent condition; terms, exchanges.—Rowland Smith, London, S.W.1. [C1095]

**795** gns.—Austin-Healey 1955 super sports 2-seater, red, red, overdrive, radio, heater, loose covers, triple pass lights, badge bar, tonneau cover, one owner, small mileage; choice of 5 Healeys; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, London, S.W.1. [C1095]

**1955** Austin-Healey 100 red with black hood, zip tonneau cover, carefully used and serviced during its total 67 miles absolutely perfect; £850. [C1095]

**1955** A.H. genuine, 7,000 miles only, prachy leather, £775.—P. Mayhew, Brigmore House, Durrington, Wilts. Bulford Camp 2131. [C1095]

**11200** miles recorded, believed genuine, Austin Healey 1953, overdrive, heater, immaculate; £695; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C1095]

**AUSTIN-HEALEY**

**A**USTIN-HEALEY 100 sports cream/green upholstered; model; manufacturers' guarantee, well below list price; exchanges, h.p.—Ashlands Garage, S.O.-T. Tel. 44584. [C1053]

**1953** (November) Austin-Healey 100, with overdrive, heater, red, black leather, top; raced, exceptionally good condition; £695.—Bellis Service Garage, 144 London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

**R O S E** & **YOUNG**, Ltd., offer:- 1953 (July) Austin Healey 100, 5,000 miles, only indistinguishable from new; £625—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C1057]

**Austin-Healey Cars Wanted**

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey—Hampstead (Tube), N.W.3. Ham 6041. [W4012/R]

**J. H. BARTLETT** will pay more for good Austin-Healey 100.—Pembroke Villas, W.11. [W1015]

**C A S** immediately for good Austin-Healey.—F. Edwards 22-34, Upper High St., Epsom, Surrey. Tel. Epson 5611. [C2001]

**Austin-Healey Spares and Service**

**F**OR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans 100 miles, 5.8.c.c. high-compression pistons available.

**S**ERVICE: Donald Healey Motor Co., Ltd., Warwick, London SW.1. London 1846. [C088/R]

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**A** 1955

**R**OLLS-BENTLEY automatic gear box, 17,000 miles one owned, special ivory and black paintwork, fitted with leather, and special loose covers; full history from Jack Barclay (Service), Ltd., absolute; immaculate condition; price £4,100.—Tel. Kahn Bros. (Timber), Ltd., Stepney Green 1791, 4814-5. [C9405]

**RIPPON**

**R**IPPON BROS., Ltd.

**T**HE Northern Bentley and Rolls-Royce specialists. Rolls-Royce cars in stock.

**W**RITE, call or telephone.

**R**IPPON BROS., Ltd., Huddersfield 7070 (10 lines). [C1096-5]

**L**EEDS. Bradford. Sheffield. [C1096-5]

**H. C. PAUL**, Ltd.

**1953** Bentley standard steel saloon, black, big boot; £3,000. [C1096]

**1951** (June) Bentley standard steel saloon, black, one owner, full history, new tyres, a very exceptional car; £1,895. [C1096]

**1953** appearance and condition well above average; £675—52, Euston Place, Berkeley Sq., W.1. Mayfair 6261-2. [C2040]

**P B** Ltd., offer:-

**1937** 4½ Bentley Park Ward saloon with boot and sunshine roof black, grey leather all in excellent condition.

**1937** 4½-litre Bentley Thrupp & Maberly semi-automatic saloon. recent complete engine overhaul. £750. [C1033]

**H. R. OWEN**, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:

**1955** R type standard steel saloon fitted with automatic gear box, black with red hide uppers, fitted with many extras, 5,912 miles, as new.

**1952** standard steel saloon, finished in dark green with red hide upholstery, one owner, first registered June, excellent condition.

**1949** 4-door sports saloon by James Young, finished in green with beige hide upholstery, immaculate condition.

We are interested in the purchase of Bentley cars we invite communications from owners who have such vehicles for disposal.

**H. OWEN**, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C1052]

**JACQUIER**, Ltd., offer:-

**1947** Bentley Mark VI standard steel saloon, £1,550 series HK 4½ Park Ward saloon, radio, heater; £625. [C1096]

**1937** 3½ Bentley 2-door sports saloon, excellent history; £595. [C1096]

**1935** 3½-litre Barker drop head coupe, very attractive car; £545.—Jaquier, Ltd., 225-7, Hamsmith Rd., W.6. Riverside 6877-8. [C2043]

**BROOKLANDS**, individuality.

**1953** (Sept.) Bentley Mark VI R type Countryman by H. Radford, immaculate condition.

**1953** series Bentley Mark VI R type S.S. saloon.

**1950** Bentley Mark VI S.S. saloon.

**C**ONFIDENTIAL terms; guarantees.

**103**. New Bond St., London, W.1. Mayfair 8351. [C1029]

**H. BEART** & Co., Ltd., offer:-

**1935** Bentley 3½-litre Park Ward saloon, only two owners since new, a most excellent example of this famous model, outstanding value; £645—102, London Rd., and High St., Kingston-on-Thames. Kingston 5348. [C1081]

**CREST OF BOURNEMOUTH** offer:-

**1939** Bentley 4½ full R.E. saloon; £875. [C1098]

**CREST OF BOURNEMOUTH**, 14 Westcliff Rd., Bournemouth 7160. [C1098]





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## DAIMLER

**STRATSTONE**, Ltd., Daimler distributors.  
**DAIMLER** 2½-litre Century saloon (April, 1955), blue, blue leather; £1,450.  
**DAIMLER** 2½-litre special sports coupe (April, 1952), grey, grey leather; £1,275.  
**DAIMLER** 2½-litre Century saloon (May, 1954), black, beige leather; £1,200.  
**DAIMLER** 2½-litre Consort saloon (July, 1953), black, beige leather; £985.  
**DAIMLER** 2½-litre Consort saloon (March, 1951), green, red leather; £795.  
**STRATSTONE**, 40, Berkeley St., W.1. (Mayfair 4402.)

**SWANMORE GARAGE**, Ltd., Bournemouth.

**1951** Daimler Consort saloon, heater; £695.  
**1954** Daimler Conquest saloon, one owner, heater, £995; exchanges, terms, guarantees.  
**1954** Daimler Conquest, Century, silver-grey, red overdrive, £1,145.

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

**DENHAMS GARAGE (ESHER)**, Ltd., offer:-

**DAIMLER** Conquest Century saloon, June 1954, in extremely good condition throughout, fitted H.M.V. radio, Ace Rimblishers, etc.; £1,095.—High St., Esher, Surrey. Tel. 2021.

**1951** Daimler Consort, heater, immaculate; £675.  
**SCOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016]

**CHARLES FOLLETT**, Ltd., official Daimler agents, offer:-

**1954** Conquest saloon, dark blue, blue hide, radio, heater, one owner; £1,045, supplied new by us and regularly maintained in our own service station; h.p. facilities and part exchange.

**SHOWROOMS**: 16, Berkeley St., W.1. Mayfair 6266.

**SERVICE**: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**1954** Daimler Conquest saloon, black, heater, one owner, 15,000 miles; £995.

**G. E. HARPER**, Ltd., 1, London Rd., Stevenage. Tel. 700.

**1950** Daimler sports coupe, new hood, recellulosed, immaculate, 35,000 mileage.

**1950** Daimler Empress, black, heater and radio, recommissioned by Daimler 1954, mileage 62,000.—R. D. McLean & Co., Ltd., Ardrossan. Tel. Ard. 1489.

**£200**—Daimler Light Straight Eight saloon, 1937, good comfortable carriage.—Box 8525. [1945]

**1954** Daimler Century saloon, radio, heater, one owner, genuine 9,000 miles, Ripco condition; £1,155.

**RICOH**, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2852-3-4. [C3052]

**DAIMLER**—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [1966/7]

**1955** Daimler Conquest saloon, black, radio, 8,000 miles, £1,200.—Vanderbilt's, 215, Hanover Hill, N.W.3. Pinrose 4444. [C4067]

**1954** Conquest, low mileage one owner, as new; £925.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 22. [C4081]

**1949** Daimler 2½-litre saloon, black, excellent condition; £125.—Claude Bourgoynes & Co., St. Peters Rd., W.6. Riverside 7644. [1961]

**CASS'S MOTOR MART**—1959 Daimler 24hp Wind-over, new driver, saloon, black, unblemished, genuine 22,000 miles; £495.—Tunbridge Wells, Dec. 1956.

**1950** Daimler 2½-litre saloon, blue, unblemished, heater, genuine 20,000 miles; £995; taxed to Dec. 1956, one owner, written guarantee. [C1040]

**DAIMLER** Conquest, registered June, 1953, or near offer.—Cook 162, Whyteleafe Rd., Caterham. Tel. 3901. [1943]

**1954** Daimler Century saloon, green, green leather, 15,000 miles; £1,100. h.p. could be arranged. —James, 84, Fir Tree Ave., Coventry. Tel. 66320. [1978]

**1954** Daimler Century saloon, in magnificent condition throughout; £975.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. [C4052]

**A DAIMLER** exchange? Ask Ralph Clews, A County Motor Mart, Ltd., official area dealers for part of Warwickshire.—Write, or tel. Coventry 2146-7. [1944]

**1953** (August) Daimler Conquest saloon, black, exceptional condition, radio, heater, 12,000 miles; £845.—Murray King, Ltd., 46, Fitzroy St., W.1. Euston 8418-9. [C3035]

**G & M ALFREDS** (1956), Ltd., 1958 Daimler 24hp saloon, new, in superb condition; £1,000. [C1005]

**£129**—Daimler 15hp sports saloon, 1936, fully maintained car in reliable condition, new tyres and battery.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. [C2051]

**1951** Daimler Consort, black, red leather, fitted radio (two speakers), heater and demister, screen wash, wing mirrors, tailored loose covers, twin fog lamps, etc., immaculate; £690.—Tel. Ascot 113. [1942/1]

**295** gns.—Daimler 1939 2½-litre de luxe saloon, sliding head, leather, i.f.s., excellent condition; terms, exchanges; list: open 9-7 week-days and Saturday.—Rowe & Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**DAIMLER** 2½-litre saloon de luxe, in exceptional condition, with 1955 luxurious Wilton carpet, completely equipped with 4 berths, end kitchen, B500 cooker, toilet, etc., used for week-ends only; cost originally over £3,000; bargain £1,250.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. [C3090]

## DAIMLER

**1956** cars.—Spink, Ltd., Daimler Distributors, Bournemouth. Tel. S405. Spares and service. [C227]

**£565** 1950 Daimler 2½ de luxe saloon, [227]—absolutely the finest we have had, don't believe the speedometer that reads 15,000, but look at the bodywork, virtually brand new, look at the seats, practically un-sat-upon, drive the chassis, it's as tight and balanced as the day it was delivered.

**LAMBS OF WOOD**, 100, (East 1957), 102, guaranteed lead cars; exchanges; hire purchases; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052]

## Daimler Cars Wanted

**R** OWLAND SMITH'S, the car buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**WANTED**, nearly new Daimler saloon: details and price; distance no object.—Green & Sons, Ltd., 240-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W4028]

**Daimler Spares and Service**

K sales and service

**G. W. WILKIN**, Ltd., 1, Weston Park and 84, Eden St., Kingston, Kingston 2241. [S4053]

**DAIMLER** and Lanchester specialists.—Deansgate Motors, 17, Atherton Mews, S.W.7. Weston 4930. [1946]

**DISMANTLING** for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey. Tel. 4151. [19009/R]

**CROYDON**—Donald Vince & Co., Ltd., Daimler & Lanchester specialists, for sales and services Kidderminster Rd., Croydon 5775. [1968]

**DAIMLER** area dealer for a large part of Warwickshire, welcome your enquiries re exchanges for new or used models.—Tel. 2146-7. Coventry Motor Mart, Ltd., London Rd., Tel. 2146-7. [1975]

**RCOI ENGINEERING**, Ltd.—Complete overhauls

A and engineering services, Daimler cars; preselecto gear box exchanges and 48-hour repairs.—169, Fulham Rd. C'rt esq., S.W.3. Ken. 7301/7321. [1928/R]

**DAIMLER** and Lanchester repairs, gears, gear boxes and other mechanical assemblies.—A. T. Thomas & Sons (Formerly with Daimler) Co., 61, Clapham Rd. S.W.9. Reliance 1647. [1966/R]

## DELAGE

**£240**—1939 6½-75 saloon; £80 deposit; written guarantee, exchanges.—Searie, Ltd., Moseley 2142-3. [C4069]

**1938** D-70 meticulously maintained grey saloon completed by Coachcraft, extensive overhaul recently completed. Ace discs, screen washers, fog lamps, oil can, new tyres, taxed, v.h.o. in beautiful condition. D.A.C. engineers, 1938 6½-75 available for inspection, a splendid quality car which motors superbly, private owner can arrange hire purchase; price £320. [1972]

**DELAHAYE**

**DELAWAYE** 1933 four-door drop head, amazing performance with comfort and safety, 100mph plus, magnificent car, cost approx. £3,000; accept £1,575, exchanges, terms, guarantees.

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

## DELLOW

**DELLOW** 1951 Mk. I, very good condition, high ratio, axle, spare low ratio; £295.—Wainwright, 70, Cedars, Alfrington, Staffs 306. [1943]

## D.K.W.

**D.K.W.** 3 in stock, one fixed head saloon now being completely rebuilt.

**D.K.W.** spares, new German crankshafts at £21/10 and £26; new German gears at £12/10. We set, exchanges; good allowances for pre-war D.K.W. car, mainly Ford cars; really spare service at all times.—B. & M. Garages, Ltd., 22a St. Michaels St., W.2. Pad. 6877. [C016/R]

**D.K.W. Spares and Services**

**D.K.W.** literature from distributors for Devon, Cornwall, Dorset, Somerset.—Seymour Horwell Garages, Newton Abbot 545. [1957]

**DODGE** SIMPSONS offer:-

**1955** r.h.d. Dodge V.8 Royal, hydraulic drive power brakes, r. & h. all extras.

**SIMPSONS MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/8692. [C4015]

**AUTOSALES (LONDON) LTD.**, offer:-

**1947** Dodge saloon, right-hand drive, finished in black in excellent condition; £545.—59-65, Belgrave Rd., N.W.6. Mai. 5555-2155. [19402]

**Dodge** 2½-tonne colour green, 4-door saloon 5,600 miles only. Joe Thompson (Maidstone), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4588. [C4028]

**1954** Dodge Kingsway saloon, r.h.d., black with green upholstery, fitted heater and wing mirrors, covered in miles, complete condition and written guarantee; £1,600.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [19690]

**1955** Dodge Coronet 2-door sedan, overdrive, 3,000 miles only, in unblemished condition, cost originally £2,250; great bargain at £1,595.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3724. [C3006]

**Dodge Cars Wanted**

**SIMPSONS MOTORS (WEMBLEY)**, Ltd., the Dodge buyers. [W4015/R]

## FIAT

**S. & S. MOTORS**—1952 500C, on owner, many extras. £350. [1942]

**S. & S. MOTORS**—1951 500C, black and beige, recent overhaul; £240. [1943]

**S. & S. MOTORS**—1939 500cc, black and cream, in beautiful condition; £275. [1945]

**S. & S. MOTORS**—1951 500cc 4-seater reconditioned; £225. [1946]

**S. & S. MOTORS**—1952 500cc 4-seater, £225. [1947]

**S. & S. MOTORS**—All above and many others from £100 at 18, Leinster Terr., W.2. Pad. 6174. [C4090]

## FIAT

## WM

## WELBECK MOTORS for Fiat.

**1956** (regd. Dec. '55) Fiat 600, delivery mileage only, green; £580 (approximately £50 under cost). [C3049]

**1955** new, £750, blue, mileage 7,000, identical to 1954 new. [C3049]

**WELBECK MOTORS**, Ltd., 107, Crawford St., London, W.1. (near Baker Street Station). Welbeck 1159. [C4049]

**H. C. PAUL**, Ltd. [C3049]

**1955** (June) Fiat 600 saloon, grey, 1,600 miles only, as new throughout; £535.-32, Bruton Place, Berkeley Sq., Mayfair 0821/2. [C3049]

**1955** Fiat 600, 2,000 miles, as new; £550. [C3049]

**SCOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016]

**PERFORMANCE CARS**, Ltd., Fiat Distributors.—We buy and sell pre- and post-war Fiats.

**1955** Fiat 600 saloon, 3,000 miles, one owner, dark grey, £841. [C4015]

**1955** Fiat 600, green with green upholstery, 6,000 miles only, fitted radio; £575. [C4015]

**JAMES ADAMS (CHESTER)**, Ltd., The Northgate, Chester. Tel. 23123. [C4015]

**1950** Fiat 1100 saloon guaranteed; £385.—Oldfield, Middle Earls 8841. [C4015]

**1950** Fiat 600, green with green upholstery, 6,000 miles only, fitted radio; £575. [C4015]

**JAMES ADAMS (CHESTER)**, Ltd., The Northgate, Chester. Tel. 23123. [C4015]

**1955** Fiat 600, new, pre-Budget price.—Cedars Garage, Ltd., Belmont Hill, Lewisham, S.E.13. Lee Green 2920. [C4015]

**1950** (November) 1400 saloon, fitted radio; £495. [C4015]

**1950** Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001]

**SEVERAL demonstration cars available, perfect conditions, low mileage.—Apply Fiat (England) Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [C4015]**

**1955** Fiat 600, only 900 miles, also all new 600, many for immediate delivery.—Anthony Crook, Fiat Distributors, High St., Esher, Surrey. Tel. 4580. [C4015]

**MAYFAIR GARAGES**, Ltd.—Flat post-war (reg. 1952) 500 2nd series hardtop coupe, black, 1/h drive, auxiliary rear seat, roof rack, bumpers and spare wheel, cover, very smart and economical car; 3 months guarantee. £275. [C4015]

**MAYFAIR GARAGES**, Ltd.—Six post-war Fiats in stock; list and copy of Autocar report on request to below.

**MAYFAIR GARAGES**, Ltd.—Thirteen pre-war Fiats in stock; list and copy of Autocar report on request to below.

**MAYFAIR GARAGES**, Ltd.—Flat West End showroom, Balderton St. (opp. Selfridges clock), W.1. Mayfair 341-347. [C4015]

**C. V. RUSHMER AUTOMOBILES**, official Fiat agents. [C4015]

**1955** 600, 2,000 miles, showroom condition, guaranteed, £550; post-war 1100 saloon, registered June 1951, 2 owners only, low mileage, showroom condition, £375.—Highland Park Mews, W.1. [C4015]

**Fiat Cars Wanted**

**R** OWLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**MAYFAIR GARAGES**, Ltd.—Top cash prices for Fiats—Balderton St., W.1. Mayfair 3104. [C4015/R]

**Fiat Spares and Service**

**MAYFAIR GARAGES**, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104. [C4015]

**S. & S. MOTORS** invite all clients to visit our new stores; London's largest Fiat stockists, at 18, Leinster Terr., W.2. Pad. 6174. [C4015/R]

**MAYFAIR (ENGLAND)**, Ltd., Water Rd., Wembley, Middx.—licensed for this United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. [C4015]

**GRAMS**: Fiat, Wembley.

**FIAT** 500, 1100 and 1500, full range spares, replacement engine, starter motors, dimmers, radiators; springs in exchange; stamp list.—Derrington 158, London Rd., Kingston 5621-2. [C4015]

**FORD ANGLIA**

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers.

**1954** heater, twin wing mirrors, chrome radiator grille and bumpers, etc., windscreen washers and other extras; low mileage, one owner, excellent condition; £525. [C3042]

**W. HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**NORMAN AUTOS**.

**1950**—1940 Ford Anglia saloon.—Norman Autos, Heath 4657-544-554, London Rd., Croydon. Thornton Heath 4657. [C3098]

**PERRY'S OF HARROW**.

Have an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Harrow. [C4009/R]

**B. J. HUNTER**, Ltd., offer:-

**1954** Ford Anglia saloon, 7,000 miles; only £525. [C4015]

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

**PHILIP RICKARDS**, Ltd., offer:-

**1955** Ford Anglia saloon, black, fitted heater, 4-door, Park St., Park Lane, London, W.1. Tel. Grosvenor 4772-5. [C3051]

**WARWICK WRIGHT**, Ltd., offer:-

**1954** Ford Anglia saloon, grey, red upholstery, 15,000 miles; £535. [C4045]

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

## USED CARS FOR SALE AND WANTED--SPARES AND SERVICE

## FORD ANGLIA

DAGENHAM MOTORS, Ltd. Ford Main Dealers.

**1954** -55 Anglia saloon, black, red. 14,000 miles; £475.**1954** Anglia saloon, fawn, red. 19,000 miles; £450.**56**, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, and 12, Sangleby Rd., Catford, S.E.6. Hither Green 4821.**1953** Ford Anglia saloon; £350. Hale Motors Ltd. Tot. 7771 (4 lines).**1955** Ford Anglia, 8,000 miles, heater, covers, fawn; best offer over £500. Box 8448. [C1061**1955** Ford Anglia saloon, radio and heater, 15,000 miles, good condition; £325.**1953** (June) Ford Anglia saloon, one private owner, guaranteed mileage 8,700 only; absolutely as brand new; 3 months' guarantee; £345.**C & W. MOTORS, Ltd.**, Queens Head Garage, East Rd., N.3. Finchley 6236 (5 lines).**1955** Ford Anglia saloon, one owner, 10,000 miles, Odom Motors Ltd. Box 1144. [C1028**1955** Ford Anglia saloon, one owner; £545.**1955** Montrose Motors, Epping New Rd., Buckhurst Hill. [C3088**1952** Ford Anglia, recent new engine; £275.**Gray**, 20, Hermitage Lane, N.W.2. Speedwell 1242.**1953** Ford Anglia, black, extremely nice order; £310. Steele Griffiths, London, S.E.5. Rodney 2201-6.**1954** Ford new Anglia, heater, black/red; £490. John A. Sparks & Co., Streatham Hill, S.W.2. Tui. 5454.**1954** (June) Anglia, 15,000 miles, heater, bumper and radiator grill chromed, green and beige; £490. J. E. Autocycles, Ltd. Lee 1072. [C1063**1954** Ford Anglia, fawn, 10,000 miles, immaculate condition; £500. Henry, 48, Cardinals Walk, Leicester. Thurnby 1095.**1954** Anglia, 1948, 9,000 miles, excellent condition, reconditioned; Putney 5530. [C1063**£340** -1948 Anglia, one owner, excellent condition, reconditioned; Putney 5530. [C1063**1955** Anglia de luxe saloon, Dorchester grey, red upholstery, 11,000 miles; £535. [C1063**D.W.S.**, Bletchley Park, Bletchley, Bucks. [C1054**1956** model Anglia de luxe, 900 miles, heater, etc.; £550. [C1063**£250** -1950 Anglia, one owner, black, brown interior, taxed, excellent condition; -92. [C1063**1953** Ford Anglia, one careful owner, outstanding condition; £350. [C1063**1953** Ford Anglia, 1950, 10,000 miles, heater, etc.; £350. [C1063**1949** exchanges, terms. -Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9708 and 5686.**475 gns.** -Ford New Anglia late 1954 saloon, Dorchester grey, heater, excellent condition; choice of 3 New Anglias; terms; exchanges. -Rowland Smith, below.**345 gns.** -Ford Anglia, 1953 10hp, export saloon, one owner, excellent condition; terms; exchanges; list open 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Hampstead Tube). [C4018**SLOCOMBES, Ltd.** -1948 Ford Anglia, black, excellent mechanical order; £265; terms, part exchanges, car or motor cycles; -38, 52, Dudden Hill Lane, N.W.10. Willenden 4689.**1953** Ford Anglia, 1953, 10hp, export saloon, one owner; £355. exchanges. -Maylor & Root, Ltd. 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2221. [C3022**1955** (August) Anglia saloon, Portland grey, maroon interior, fitted heater, 3,000 miles, indistinguishable from new; £545. -Robbins, East Preston. Tel. 7681.**1955** Anglia saloon, 4,000 miles, radio, heater, windscreen washers, loose covers, beautifully maintained; £575. [C1063**MOTORS, Ltd.** -Used Car Department, Hyde Park 4070. [W1066**OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford Popular. -Hampstead (Tube). N.W.3. Ham. 6041.**1955** Anglia, 1953, 10hp, export saloon, perfect condition, one owner, red upholstery, twin horns, fog and reversing lamps, radio, heater, 7,000 miles; £550. -Eltham 4166. [C3010**1952** Ford Anglia, green, 15,000 miles, one owner, taxed, best condition; £325. -Coles Garage, Ltd. 42, Wormleighton Rd., S.W.19. Wimbledon 0195-13-14. Castle Parade, Ewell 2393. [C1054**1954** Ford Anglia saloon, black, red leather, one owner, heater, as new, three months' guarantee; £575. -The Trinity Cars, Ltd. 33, Sloane St., S.W.1. Tel. Belgrave 39-39. [C3036**1955** (April) Anglia 10hp saloon, perfect condition, one owner, red upholstery, twin horns, fog and reversing lamps, radio, heater, 7,000 miles; £550. -Eltham 4166. [C3010**1955** Ford Anglia, green, 15,000 miles, one owner, taxed, best condition; £325. -Coles Garage, Ltd. 42, Wormleighton Rd., S.W.19. Wimbledon 0195-13-14. Castle Parade, Ewell 2393. [C1054**1954** Ford Anglia saloon, black, red leather, one owner, heater, as new, three months' guarantee; £575. -The Trinity Cars, Ltd. 33, Sloane St., S.W.1. Tel. Belgrave 39-39. [C3036**1955** (August) Anglia saloon, Portland grey, maroon interior, fitted heater, 3,000 miles, indistinguishable from new; £545. -Robbins, East Preston. Tel. 7681.**1955** Anglia saloon, 4,000 miles, radio, heater, windscreen washers, loose covers, beautifully maintained; £575. [C1063**MOTORS, Ltd.** -Used Car Department, Hyde Park 4070. [W1066**OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford Anglia. -Hampstead (Tube). N.W.3. Ham. 6041.**H. A. SAUNDERS** require Anglias and Populars in part exchange for new car. -144, Golders Green, N.W.11. Speedwell 0011. [W4004**Ford Eight Cars Wanted****OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford 8. -Hampstead (Tube). N.W.3. Ham. 6041.**Ford Eight Cars Wanted****OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford 8. -Hampstead (Tube). N.W.3. Ham. 6041.

## FORD POPULAR

**W** DAGENHAM MOTORS, Ltd. wish to purchase Ford Anglia cars.**MOTORS, Ltd.** wish to purchase Ford Popular cars.**R** OWLAND SMITH'S, THE CAR BUYERS. -Highest cash prices for Ford Anglia. -Hampstead (Tube). N.W.3. Ham. 6041.**H** A. SAUNDERS require Anglias and Populars in part exchange for new car. -144, Golders Green, N.W.11. Speedwell 0011. [W4004**Ford Eight Cars Wanted****OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford 8. -Hampstead (Tube). N.W.3. Ham. 6041.**Ford Eight Cars Wanted****OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford 8. -Hampstead (Tube). N.W.3. Ham. 6041.**Ford Eight Cars Wanted****OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford 8. -Hampstead (Tube). N.W.3. Ham. 6041.**Ford Eight Cars Wanted****OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford 8. -Hampstead (Tube). N.W.3. Ham. 6041.**Ford Eight Cars Wanted****OWLAND SMITH'S, THE CAR BUYERS.** -Highest cash prices for Ford 8. -Hampstead (Tube). N.W.3. 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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD CONSUL

**W.** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers: 1954 Ford Consul saloon, black with red upholstery, radio, heater, mileage 12,500, one owner, excellent condition; £525.

**1954** Consul saloon, Winchester blue with blue upholstery, radio, heater, mileage 16,000, one owner, excellent condition; £575.

**HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**A1** At Browns.

**1954** Ford Consul saloon, black, red leather upholstery, heater, etc.; £585.

**J. BROWN, Ltd.**, Ford Distributors for 30 years, W. 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**RAYMOND WAY.**

**RAYMOND WAY OF KILBURN.**

**RAYMOND WAY**, the hire purchase specialists.

**1955** Ford Consul saloon, 12,000 miles only, radio, heater, maintained regardless of cost, spare tyre unused; £599m.

**HIRE** purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Barlitho line, 150 yards). [C4047]

**METROPOLITAN MOTORS.**

**H.** HILLMAN, Humber, Sunbeam, Commer.

**1953** Ford Consul de luxe saloon, one owner, perfect example; £515.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3080]

**B. J. HUNTER, Ltd.**, offer:-

**1954** Ford Consul saloon, fitted radio, heater, etc.; £595.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5303. [C2040]

**GUY SALMON AUTOMOBILES** offer:-

**1953** (model) Ford Consul, fawn/red leather, heater, extremely good condition throughout; £495.—Portsmouth Rd., Thames Ditton. Embercombe 5551-2-3. [C4001]

**SILVERTHORNE MOTORS, Ltd.**, offer:-

**1955** Ford Consul convertible, black, red leather, heater, beige hood, small mileage, one owner, as new; £645.

**1955** Ford Consul, black, fitted heater, small mileage, one owner, as new; £625.—Fitzroy Sq., W.L. Euston 7811. [C4011]

**A. LLAN TAYLOR (MOTORS), Ltd.**, offer:-

**1953** Ford Consul, colour fawn, leather upholstery, heater, tax December; £485.

**HIGH ST. WANDSWORTH, S.W.18.** Tel. Vandike 7222 (10 lines). Ford Consul convertible, 7,500 miles, one owner; £695.

**GORDON CARS (LONDON), Ltd.**, Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023]

**1953** Ford Consul, black with red upholstery, one owner, low mileage, immaculate; £555.

**MAKIN & HARRISON MOTORS, Ltd.**, 492-496, High Rd., Chiswick, W.4. Tel. Chiswick 0558 and 2619. [C5071]

**1952** Consul saloon, heater, extras, new engine, tyres; £495 o.n.o.—26, Trinity St., Ipswich. [C2554]

**WHY secondhand?** New saloons and convertibles, some at pre-Budget prices.—Sharwood Motors, 32, Uxbridge Rd., W.5. Ealing 1475.

**1954** Ford Consul, black, heater, new seat covers, 19,000 miles; £575.—F. Gass, 60, Cornhill, Witney, Oxon.

**1955** Ford Consul saloon, black, red leather; £625.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4749. [C4022]

**1955** (Aug.) Consul convertible, grey/red, heater, 5.5c.c. miles only, taxed; £750.—Ellotts, Bideford. [Tel. 734] Devon 7235.

**1953** Ford Consul saloon, fawn, fitted with radio and heater; £15.50.—Earl's Court Rd., London, S.W.5. [C4056]

**1955** Ford Consul 1955 saloon, leather, exceptional; terms: exchanges—Rowland Smith, below.

**525 gns.** Ford Consul 1954 saloon, heater, screen washers, wing mirrors, one owner, excellent condition; choice of 3 colours; terms: exchanges; list open; 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1954** (Feb.) Ford Consul, Canterbury green, one owner, radio, heater, an unusually well-kept example; £550; exchanges deferred terms.

**JOHN S. TRUSCOTT, Ltd.**, 175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

**1954** Ford Consul, black, heater, leather, 15,000 miles only; £549.—Steels Grinths, London, S.E.5. Roden 2285. [C4036]

**1953** Ford Consul saloon, leather, heater, 14,000 miles, unmarked, guaranteed; £550.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053]

**JACK ROSE, Ltd.**—1955 series Ford Consul saloon, low mileage, heater, sun visor and extras; £565.—Stafford Rd., Wallington, Surrey. Wall. 6677 and Burgh Heath 2376. [C3056]

**CONSUL** saloon, April 1955, blue, heater, seat covers, wing mirrors. Underseal, immaculate condition, 17,000 miles; £650.—Brandon, 94, Priory Ave., Chingford, E.4. [C581]

**1955** Ford Consul saloon, Dorchester grey, red leather interior, very good condition; £635.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.1. Baywater 0085. [C1065]

**1954** Ford Consul saloon, green with fawn upholstery, one owner, heater, excellent condition; £575.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

**1954** Consul, Dorchester grey, red hide, heater, twin horns, one owner, excellent condition; £535; terms.—Red Rics, 58, Battersea Bridge Rd., S.W.11. Battersea 6171. [C5978]

## FORD CONSUL

**PRIDE & CLARKE, Ltd.**, 1955 Ford Consul saloon, 11,000 miles, heater; £599. 1954, leather, radio, heater, 25,000 miles; £595.

**1954** Consul saloon, black, red leather, heater, exchanges; terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9705 and 5961. [C3034]

**FORD** Consul convertible, 1954, with matching upholstery, green head, delivery mileage only; £50 under list price; exchanges and h.p. parts; Milton Motors, 258, Deansgate, Manchester, 3. Bla. 5825. [C9526]

## Ford Consul Cars Wanted

**R.** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**DAGENHAM**

**MOTORS**, Ltd., wish to purchase Ford Consul cars. Used Car Department Hyde Park 4070. [W1066]

**FORD** Consul buyers.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018]

**H.** A. SANDERS require Consuls in part exchange

for a new car.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

## FORD ZEPHYR

**W.** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

**1954** (first registered December, 53) Zephyr, 6 (1954) saloon, black/Dorchester grey, colour combination white/green/tan upholstery, all Zodiac accessories, plus a radio, mileage 10,500, one owner, excellent condition; £735.

**1953** Zephyr 6 saloon, black with red leather upholstery, radio, heater, twin fog lamps, low mileage, excellent condition; £555.

**1953** Zephyr 6 saloon, black with red upholstery, heater, fog lamp, low mileage, excellent condition; £535.

**W.** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**B. J. HUNTER, Ltd.**, offer:-

**1954** Ford Zodiac saloon, twin colours, fitted radio, heater, whitewall tyres; £650.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5303. [C2040]

**WARWICK WRIGHT, Ltd.**, offer:-

**1955** Ford Zodiac saloon, black with beige upholstery, 8,000 miles; £775.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4045]

**DAGENHAM MOTORS, Ltd.**, Ford Main Dealers.

**1954**-55 Zodiac saloon, black, 10,000 miles; £650.

**56** Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3398, and 6, 8 and 12, Sanger Rd., Catford, S.E.6. Hither Green 1001. [C1066]

**1954** Zodiac, two-greens, one owner, immaculate; £690.—Kensington 4020. [9809]

**ZEPHYR ZODIAC**, 1954, blue/cream, seat covers, under 14,000 miles, one careful owner.—Box 476. [C566]

**1954** (Sept.) Ford Zodiac, black, under 6,000 miles only. A superb example; £675; exchanges, deferred terms.

**JONES S. TRUSCOTT, Ltd.**, 175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

**WHY** secondhand? New Zodiac available.—Sharmotors, 52, Uxbridge Rd., W.5. Ealing 1375.

**1954** Zodiac, blue/grey, only 15,000 miles, radio, one owner; £725; no dealers.—Tel. Cunningham 2695. [19741]

**1955** grey and green, all usual extras plus radio, one owner, tax paid, immaculate; £650.

**A. LTWOOD GARAGE**, Altwood Rd., Maldenhead, Tel. Littlewick Green 3076. [C1107]

**1954** (June) Zodiac, duo grey, immaculate throughout, radio, guaranteed; £660.—Campbell Symonds, Wembley 6262. [C1037]

**1954** Zodiac, black/grey, as new, has special engine and mechanical and coachwork.—Tel. Vic. 0080. [9547]

**1955** model Zodiac saloon, two-tone fawn, hide interior, unmarked, low mileage, many extras; £725, consider part exchange.—14, Bulkington Ave., Worthing 1970. [C2021]

**1954** Zodiac saloon, 11,000 miles only, one owner, specimen 3 months guarantee; £695.

**C. & W. MOTORS**, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C616]

**1955** (November) Ford Zephyr, heater, leather, 4,600 miles; £795.

**1953** (Sept.) Ford Zephyr, radio, heater, 26,800 miles, but looks less, poor condition; £495.—Kinnersley 5300. [C5045]

**ZEPHYR** 1955 de luxe blue, one owner, £475. [C575]

**1955** Zephyr, radio, heater, 26,000 miles only, £495. [C575]

**1953** (Oct.) Ford Zephyr saloon, one owner, black, heater; £525.—Hale Motors, Ltd., Tot. 7771 (4 lines).

**G & M ALFREDS** (1936), Ltd., 1954—Ford Zephyr, leather, heater, radio; £795.

**1955** Ford Zephyr, radio, heater, 19,000 miles; £575.

**1954** Ford Zephyr, radio, heater, 19,000 miles; £575.

**1955** Ford Zephyr, radio, heater, 19,000 miles; £575.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Ford V.8 Cars Wanted

VERY low mileage 1951 Ford Pilot required by private buyer.—Box 8399. [1952]

**R OWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

## FORD CUSTOMS

**1949** Ford Customs, perfect condition; £495.

**S COOT CARS.** 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8678. [C1016]

**1953** Ford Customline de luxe, every possible extra, including radio, heater, whitewall tyres, low mileage, one owner; £695; terms and exchanges; list; open 9-7 week-days and Saturdays. —D. F. Wyatt, Ltd., 31-35, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. [C4084]

## AMERICAN FORD

**SIMPSONS** offer:—

**1955** Ford Victoria hardtop, every conceivable extra; £595.

**1954** Ford Victoria hardtop, all extras.

**1949** Ford Customs convertible, r. and h. all extras; £495.

**SIMPSONS MOTORS (WEMBLEY).** Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

**O**n all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [1949/R]

## American Ford Cars Wanted

**WANTED** Ford V.8 Coupe saloon, right-hand drive.—K.619, York Rd., Leeds. 9. [1972]

**SIMPSONS MOTORS (WEMBLEY).** Ltd., the American Ford buyers. Wembley 8691/3903. [W4015/R]

**A**merican Ford V.8 required privately, with automatic gears, radio and heater, not earlier than 1953, state colour, mileage and lowest price.—Box 8429. [1942]

## FORD MISCELLANEOUS

**C**HARLES FOLLETT, Ltd., official Ford agents, offer:—

**1954** Ford Zodiac sal., grey and green, one owner, supplied and maintained by us since new; £695; 3 months' guarantee.

**1954** Ford Zephyr, dark green, leather, heater, sunroof, one owner, loose covers fitted since new; £595; 3 months' guarantee; h.p. facilities and part exchange.

**S**HOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

**S**ERVICE.—Works and Stores: Burnside Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 481-3-2, offer:—

**1954** (Oct.) Ford Zephyr saloon, finished black, chrome, red, red upholstery, heater, seat covers, one owner, low mileage, as new throughout; £625; maximum h.p. terms available.

**1955** Ford Prefect, finished green, heater, 5,000 miles only, as new in all respects; £595; maximum h.p. terms available. [C1001]

**1955** Ford Consul registered #/12/54, Canterbury, Kent, fitted blue leather upholstery and heater, low mileage, in excellent condition; £555.

**1954** late Ford Anglia, black, fitted heater, in first-class condition, low mileage; £465.

**1953** Ford Prefect, black, leather upholstery, new car just being fitted; £350.

**1954** Ford Popular, black, a very clean car indeed; £215. [C1028]

**A** G. POTTER (FRAMLINGHAM), Ltd. Tel. Framlingham 215. [1952]

## Ford Spares and Services

**N**ORMAND, Ltd.

**M**ODERN equipment handled by a skilled staff ensures good service.

**N**ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [T0228]

**A** LLAN TAYLOR (MOTORS), Ltd.

**H**IGH St., Wandsworth, S.W.18.

**M**AIN Ford dealers.

**L**ARGE stock of genuine Ford parts.

**V**ANDYKE 7222 (5 lines). [0314/R]

**F**RANCIS G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R]

**W**E have one of the biggest stocks of Enfo spares in the country from model A, S, S.W., S.T. types and up to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [0786/R]

## Frazer Nash Cars Wanted

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

## Frazer Nash-B.M.W. Cars Wanted

**F**.N.-B.M.W. 327/80 d.h. coupe, good condition; details price.—Box 8482. [1956]

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampsted (Tube), N.W.3. Ham. 6041. [W4018/R]

## HEALEY

**B**RICKLANDS: individually.

**1953** Healey 2.4-litre d.h. coupe.

**C**ARS purchased for cash; guarantee.

**103**, New Bond St., London, W.1. Mayfair 8251. [C1029]

**1950** Healey Abbott drop head coupe, excellent condition; £495.—Montrose Motors, Epping New Rd., Buckhurst 1171. [C3088]

## HEALEY

**C**HIPSTEAD MOTORS, Ltd., offer:—

**S**ILVERSTONE 1951 (March) E type, green, speci-

men; £585.

**C**HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken-

sington, London, S.W.3. Flaxman 0052/7255/7151.

[C1046]

**PC** 1950 Healey 2.4-litre 4-seater tourer, black and

grey, specimen; £555.—Performance Cars, Ltd.,

Great West Rd., Brentford, Middx. Ealing 8841. [C1041]

**325** cars.—Healey late 1948 2½-litre sports 2-seater,

ivory red leather, good condition, terms ex-

changes; list; open 9-7 week-days and Saturdays.

—Rowland Smith, Hampstead (Hampstead Tube). Hamp-

stead 6041. [C4018]

**1947** 2.4-litre Healey roadster, chassis and body

damaged, Riley engine perfect, engine was

reconditioned and Cromwell filters fitted by Lawalls

recently at a cost of £135; mileage since model 2,500;

£150.—Tel. North (London) 4738 (business hours). [1940]

**Healey Cars Wanted**

**R**ICHARDS & CARR, Ltd., Dux- Shoreditch 5424. [W3048]

**J**. H. BARTLETT will pay more for Healeys

all models.—27, Fenbridge Villas, W.11. [W1013]

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## HILLMAN

**W** HATFIELD PERRY, Ltd., 1105-1111, High Rd.,

Whetstone, N.20. Tel. Hillside 6621, offers:—

**1955** Hillman Minx Mark VIII de luxe, black with

white leather, heater, wing mirrors, low

mileage, immaculate condition; £675.

**W** HATFIELD PERRY, Ltd., 1105-1111, High Rd.,

Whetstone, N.20. Tel. Hillside 6621. [C3042]

**DICKS**.

**1952** Hillman Minx estate, most attractive in 2-

seater, red, £595. [C1072]

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

**R**AYMOND WAY.

**R**AYMOND WAY OF KILBURN.

**R**AYMOND WAY, the hire-purchase specialists.

**1954** Hillman Minx Mark VI convertible coupe,

beige with red leather upholstery completely

as new, 22,000 miles, radio, heater, windscreen

washers, full service history available; 509gns.

**H**IRE purchase terms on the spot with no references,

no formalities or guarantees; part exchange on

your present motor cycle or car; always 200 cars under

£400 to choose from.

**R**AYMOND WAY, Canterbury Road, Kilburn, N.W.6. Tel. Maida Vale 6044 connecting all branches and

departments (Kilburn Park Station, Bakerloo line, 150 yards).

[C4047]

**BENTALLS**, Ltd.

**1954** Hillman Minx Mark VII saloon, beige, red

and white, £645.

**1952** Hillman Minx blue, beige upholstery, heater, £645.

[C1093]

**CAR MART**, Ltd.

**1955** Hillman Minx Mark VIII saloon, black with

red upholstery; £635.

**CAR MART**, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

**SLOCOMBE**, Ltd.

**1955** Hillman Minx de luxe Mark VIII; low mile-

age, immaculate black; £645. Unique guarantee:

terms, part exchanges, cars or motor cycles.—

38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017]

**METROPOLITAN MOTORS**.

**H**ILLMAN, Humber, Sunbeam, Commer.

**1947** Hillman Minx saloon, sound condition

throughout; £285.—Metropolitan Motors, Horn

Lane, Acton, W.3. Acorn 5064. [C3080]

**H. A. SAUNDERS**, Ltd., offer:—

**1955** Hillman Minx California model, red and

cream, cream upholstery; £635.

**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North

Finsbury, N.12. Hillside 5272 (8 lines). [C2027/1]

**WARWICK WRIGHT**, Ltd., offer:—

**1955** Hillman Mark VIII California hard top, radio and heater, 2,000 miles; £750; another in ivory

and black, similar mileage.

**Hillman Minx Mark VII saloons**, all standard

colours, low mileage; from £575.

**Hillman Minx Mark VIII saloons**, all stan-

dard colours, low mileage; £645.

**Hillman Minx Mark VIII convertible** coupe,

black with red upholstery, 12,000 miles; £695.

**Hillman Minx Mark VIII California hard top**, dual

green with dual green upholstery, heater, 3,000 miles; £735; also in grey and blue, also in

black and white; £695.

**Hillman Minx Mark VIII estate car**, golden sand/

red upholstery and heater, 7,000 miles; £750.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

**HENDON CE. TRAL GARAGE**, Ltd., offer:—

**1954** Hillman Minx saloon, fitted heater, taxed,

low mileage and absolutely unmarked; £525.

**WATFORD** Way, Hendon Central, N.W.4. Tel.

Hendon 8084-5. [C2034]

**PHENIX MOTOR Co. (SURREY)**, Ltd., Sutton,

Surrey, Vigilant 1121. [C3044]

**A** SELECTION of all Hillman Minx models; from

£465.

**PHENIX MOTOR CO. (SURREY)**, Ltd., Sutton,

Surrey, Vigilant 1121. [C3044]

**1955** Hillman Minx ohv, low mileage, as new;

£622.

**S COOT CARS.** 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8678. [C4018]

## HILLMAN

**1954** (November) Hillman Minx saloon, black/red, 13,000 miles, some owner, immaculate; £595.

**A** LTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 3076. [C1017]

**1953** Hillman estate car, heater, green/grey, one

owner, 16,000 miles.

**DUNHAM & HAINES**, 46, Castle St., Luton, 2100. [C1079]

**1953** Hillman Minx estate car, heater, green/grey, one

owner, 16,000 miles.

**HILLMAN** heater, 2100. [C1079]

**1953** Hillman Minx, green, excellent condition; £485.—Hale Motors, Ltd. Tel. Tot. 7771. [C2077]

**1951** Minx, heater, radio, etc., one owner; perfect; only £295.—Westleigh Av., Leigh-on-Sea. Tel. 78537. [C1017]

**1952** (November) Hillman Minx Estate, fitted

interior, radio, heater, £595.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN HUSKY

WARWICK WRIGHT, Ltd., offer:-

**1954** (October) Hillman Husky, double duty, golden sand, red upholstery, 8,000 miles; £585.**1954** WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1045]

AUTOMOBILE &amp; AIRCRAFT SERVICES, Ltd.

DECEMBER 1954 Hillman Husky, heater; £525.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow, Tel. Wordsworth 7805 (5 lines). [C1008]

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:-

**1954** MARCH 1955 Hillman Husky, green with beige interior, heater, 6,000 miles, as new; £565.

COOMBS &amp; SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. [C1057]

**1954** 55 Hillman Husky, fawn, one owner, 22,500, efficiently maintained; £555 o.n.o.—C. Rowe, 1, Middle Path, Crewkerne, Somerset. [C1926]**1956** model Husky, only 5,800 miles, overdrive; £550.

mirrors, 3-spoke wheels, home &amp; Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [C1041]

**1954** Hillman Husky, 1955, Golden Sun-heater, passlight, one owner, 4,700 miles, practically new; terms; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C1041]

## Hillman Cars Wanted

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]**R**OOTES, Ltd.,**D**ISTRIBUTORS,**R**EQUIRE modern low-mileage Hillman cars.**B**IRMINGHAM.—Lower Temple St. (Central 8411).**M**ANCHESTER.—129, Deansgate. (Blackfriars 6677.)**M**AIDSTONE.—(Maidstone 3333.)**C**ANTERBURY.—(Canterbury 3232.)**W**ROTHAM HEATH.—(Borough Green 4.)**R**OCHester.—(Chadwell 2231.)**R**OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C108/R]**E**MA' 2nd, Grove Rd., Southsea. Portsmouth**C**ASH immediately for good Hillman.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012.**P**REPARED to pay up to £300 for small mileage, one owner, 1954. Offered by Hillman Mint, coupe, maroon, black.—Offers to McKinnon Motors, Wallington, Surrey, when and where vehicle can be inspected. Tel. Wellington 5404. [W3020]**Hillman Spares and Service****N**ORMAND, Ltd.**M**ODERN equipment handled by a skilled staff ensures good service.**N**ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C227]**D**ISMANTLING for spares nearly all models 1952-1940.—Wards Mo. Stores, Wallasey. Tel. 4151. [C1010/R]**H.R.G. Cars Wanted****R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]**M.R.G. Spares and Service****C**ARLIES POLLETT, Ltd., have a large stock of spares.**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**S**PAR parts.**S**ERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C1059/R]

## HOTCHKISS

**£160**—Grand sports 2/4-seater, drop head, a unique car; £55 deposit, exchanges.—Scarle, Ltd., Moseley 2142-5. [C1049]

## HUDSON

**£85**—1956 Hudson 22/80-10-seater utility, unreputable bargain; £35 down.—Bray Motors, 180-184, West End Lane, N.W.6. Harry 6490. [C1024]**Hudson Cars Wanted****S**IMPSONS MOTORS (WEMBLEY) Ltd., the Hudson buyers. Wembley 8861 and 3903. [W4015/R]**Hudson Spares and Service****M**ANCHESTER.—Hudson spares and repairers.**A** FREEMAN, Ltd., Grosvenor Garage, Bury St. Edmunds, 19, 2nd fl., Bury St. Edmunds. [C1027]**H**UDSON MOTORS, Ltd., Great West Rd., H.W.4. Chiswick 3621.—First-class service for all Hudson cars: spaces freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [C0085/R]

## HUMBER

**B**ENTALLS, Ltd.**1950** Humber Hawk, black, brown upholstery, radio, heater, Whitewall tyres; £345.—Kingston-on-Thames, Kingston 1001. [C1093]**C**AR MART, Ltd.**1952** Humber Hawk de luxe saloon, heater, black, black red upholstery; £495.**C**AR MART, Ltd., 16, Oxfordshire Rd., Ealing, W.5. Ealing 6600. [C1039]**P**EDIGREE CARS offer:-**P**ULLMAN 1951 limousine 7-passenger with division, radio, immaculate, serviced by Rootes from new; £940.**WE** accept English cars in exchange.—340, Euston Rd., N.W.1. Euston 7389. [C1093]

## CAMDEN MOTORS, Ltd.

**HUMBER**

CAMDEN MOTORS, Ltd.

HUMBER pulman limousine, Mark III series, 1951, finished black, tax'd privately since new with one owner, condition entirely original throughout, unrepeatable value for money at only £995.

HUMBER pulman limousine, 1950 Mark II series,

HUMBER 7-seater, 1954, Mark IV, ohv, engine,

tailored seat covers over, one private owner since new, 16,000 miles, a really beautiful car; £1,795.

HUMBER Pullman limousine, 1954, Mark IV, ohv,

engine, leather throughout, whitewall tyres, one

owner, condition excellent, to fault; £995.

HUMBER Pullman limousine, 1948, a good example

of this post-war razor-edge series, thoroughly

sound mechanically with attractive coachwork;

£445.

CAMDEN MOTORS, Leighton Buzzard 2041. Write

for catalogue; showrooms open until 8 p.m.

[C1035/2]

A GARAGE Ltd., offer:-

1954 Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate;

7755-14-16, Childs Place, Earls Court Rd., S.W.5. Tel. Fremantle 6181. [C3945]

TOM GARNER, Ltd., offer:-

1951 Humber Pullman 7-passenger limousine,

black, leather, heater, radio, etc.; £1,995.

Humber Hawk 6 saloon, grey, heater,

radio, 3,000 miles only; £1,075.

Humber Hawk 6 saloon, grey, heater, radio, etc.; £1,995.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

**1954** Jaguar XK140 prototype, d.h. coupé, maroon, 13,000 miles; £1,275.—F. Gass, 60, Corn St., Witney, Oxon. [W1959]

**1952** Jaguar Mk VII, grey, perfect condition, 2 years old, no dealers.—18, Dersingham Rd., N.W.2. Gladstone 1620. [1951]

**JAGUAR** XK120, 1951, green, fully guaranteed by C. G. Norman & Co., £995.—Vic. 2211. Vauxhall Bridge Rd., S.W.1. [19725]

**1947** Jaguar 1½-litre, extra equipment saloon, one owner, black and brown; £390.—Beardmore 26, Queenbury, Tel. 6016. [C1015]

**BLACK** Jaguar Mk VII, new with automatic transmission, immediate delivery from North Bucks Agents.—Kingsway Motors, Bletchley, Tel. 606. [1955]

**AZ MOTORS** offer 1951 Marque V, magnificent performance; unrepeatable; £395!!!—100, Palmerston Rd., N.W.6. M.R. 223. [19441]

**1952** XK120, suede green with green, all modifications, heater and extras, in first-class condition throughout, carefully used; £755.—Bedford 2231. [19447]

**1951** Mark V Jaguar saloon, black, in beautiful condition, one owner; £915.—Halls (Finchley), Ltd., Odeon Parade, London, N.12. Tel. Hillside 1044. [19718]

**1954** Jaguar XK120 drop head coupe, finished suede, 15,000 miles, in very good condition; £985.—Grosvenor Garage, Newcastle, S.6. [62007]

**1952** Jaguar Mk VII saloon, two-tone black/grey, first-class mechanical condition, very nice appearance; £750.—5, Brockley Avenue, Stanmore, Stock, 566. [19531]

**1954** Jaguar Mk VII saloon, radio, heater, overdrive, almost as new, 18,000 miles, guaranteed; £975.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex, Mol. 6109. [C4055]

**1951** Mk. V Jaguar saloon, grey, a beautifully maintained car, low mileage; £565.—Cooper Garages, 10, Woolley Road, 19, Wimborne. [C1054]

**1951** Jaguar 3½-litre Jaguar MK V d.h. coupé, in excellent condition, serviced every 1,000 miles; £550.—P. E. Thomas, Barnfield, Dunstfold, nr. Godalming, Surrey. Dunstable 209. [19555]

**£195**—1954 Jaguar 3½-litre Jaguar MK V d.h. coupé, in chrome sports saloon, post-war appearance; £65 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1950** Jaguar Mk V saloon, beige, in top upholstery, heater, radio, condition and sun roof, low mileage; £520.—Hillwood Motors, Mill Hill (London) 4232. [19538]

**£595**—For a genuine MK VII saloon, extras include radio, privately owned but h.p. available, any examination or trial.—Hou. 9800 or write, Bowes, 10, Newgate, York. [19664]

**1952** Mk. VII non-standard metallic blue, 8½ compression engine, over £100 extras, 25,000 miles, properly maintained, first-class condition, private sale; £790.—Wim. 1420, evenings. [19600]

**1952** Jaguar Mark VII, 25,000 miles, excellent condition throughout; offers above £675 (no dealers).—Tel. Col. Hot, Ravenswick, Kirbymoorside, York. [19402]

**1949** (December) Jaguar Mark V saloon, in excellent condition throughout; £475.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

**REGISTERED** 1947 Jaguar SS100 3½-litre sports R-2-seater, B.R. green, outstanding condition throughout, most attractive; £325 terms, exchanges. Matthews of Stockwell, Ltd., 55-57, Stockwell Rd., Brixton 6555 or 226. [C3087/1]

**1950** Mark V Jaguar, finished black, heater, taxed, nominal mileage, very good condition throughout, any trial; £565. terms, exchanges. Matthews of Stockwell, Ltd., 55-57, Stockwell Rd., Brixton 6555 and 2025. [C3087/2]

**365pns**—Jaguar 1947 1½-litre S.E. saloon, sliding sunroof, radio, heater, disc brakes, etc., used; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

**1954** Mark VII overdrive saloon, birch grey with red leather upholstery, and fitted rimblenders and screen-clean, a one-owner car supplied by K.J. Motors; £985.—K.J. Motors, Ltd., Bromley. Ray 3456. [19765]

**XK120** 1951, genuine 15,000 miles, grey in good tyres, uses no oil, has been carefully handled; £700.—A. J. Slack, Skirwith Hall, Penrith. Cumberland, 19436.

**1953** (Oct.) Jaguar XK120 sports, grey, nominal mileage, fitted with twin spotlamps, H.R.M. radio, dual exhaust, Michelin Tyres, etc., in condition throughout; £575.—Geor. Newman & Co. (B'ton), Ltd., 39/40, Old Steine, Brighton, 28102. [C5041]

**P.C.**—1951 Jaguar XK120 sports 2-seater, blue. £625.—1951 Jaguar XK120 sports, i.h.d., 1949. Jaguar 3½-litre sports saloon, in excellent throughout; £375; 1947 Jaguar 3½-litre sports saloon, choice of three from £265; 1939 Jaguar 3½-litre drop head coupe, £195; 1935 Jaguar SS90, 2½-litre sports 2-seater, £225.—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex. Ealing 8841. [C5041]

## Jaguar Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**COOMBS & SONS (GUILDFORD), Ltd.** URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [10234/R]

**XK120** 1951 or 1952, must be in good condition, long terms; private—Box 8496. [19680]

**MARSTON MOTOR CO. Ltd.** for your Jaguar—1. Tel. 82000 Seven Sisters Rd., Tottenham, N.15. [10180/R]

**WE** are interested in purchasing good post-war Jaguar cars.—H. R. Owen, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [W5032]

**CASSELL** require for good Jaguar.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

**DUNCAN HAMILTON & Co.** urgently require late XK140s—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [W1091]

## Jaguar Spares and Service

## HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

**GREAT** West Rd., Brentford. (Ealing 3477.)

**SPARES** and replacement engines for all models from 1948.

**A**ND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

**QUICK** completion of repairs.

**DISMANTLING** for spares nearly all models 1952/3/40.—Wards Motor Stores, Wallasey. [0018/R]

**PEERLESS MOTORS**, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 2239. [19430/R]

**LANCASHIRE** specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (0480), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R]

## JEEP

**JEPPS!!!**—Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Tel. Winchester 2952. [1951]

**JEEPS**, private or commercial, all spares.—[C1015]

**J** Motors (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/248. [1020/R]

**£120** buys a special bargain.—See Metamet, famous for 12 conversions.—986, Belize Lane, N.W.3. Hampstead 6231. [1951]

**EBUGIL**—Jeep full guarantees equivalent to a R. maker's; own vehicle taken part exchange; h.p. term available.—Manzell & Fisher (see Jeep Spares, below).

**UNIVERSAL CAR DISTRIBUTORS** (LONDON), Ltd., 10, Wigmore St., W.1. Tel. Grosvenor 3306. [C3035/R]

## Jeeps Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**JEPPS** Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Manzell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4739. [19506]

## JENSEN

**ALEXANDER**. the Jensen specialists.

**B**UY your new or used Jensen from specialists intimately connected with the company since 1936. 541—show for best delivery.

**INTERCEPTOR** 1955 saloon and convertible for immediate delivery.

**INTERCEPTOR** 1955 drop head coupe, black, brown leather, heater, overdrive, one owner, exceptional car; £1,125.

**ALEXANDER ENGINEERING** Co., Ltd. (Managing Director Michael Christie), Haddenham, near Aylesbury, Bucks. Tel. 345-6. [C1034]

**ROOKLANDS**, wholesale and retail.

**1956** series Jensen Interceptor saloon de luxe for delivery.

**1956** Jensen 541 saloon for demonstrations.

**BUY** or sell with confidence; part exchange.

**103**. New Bond St., London, W.1. Mayfair 8351. [C1029]

**£195**—1958 3½-litre sports saloon, with overdrive.

**1956** 22 mpg, 85 mph, finished in cream and black and in exceptional condition throughout; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045]

## JOWETT

**W**ELBECK MOTORS for Jowett.

**1953** Javelin de luxe, full series III, suede green, with light blue stripe, mileage 20,000; £565.

**1953** Jupiter Mark IA (open boot), open cockpit, boot, ivory with red leather, H.M.V., mileage approximately 20,000; £625.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St.). Tel. Welbeck 1139. [C4049]

**C OF P** F. P. (see Jowett).

**1953** Jowett Jupiter, Mark IA (opening boot), 9,000 miles only; £600.

**1952** Jowett Javelin de luxe saloon, finished dark grey with light blue stripe, series III type, factory replacement engine; £475.

**C**LARKE'S OF FIRBROTH, Ltd., Firbright, Surrey. Tel. Brookwood 2201-2. [C1049]

**SIMPSONS MOTORS** (EMBLEY), Ltd., English Canals Division offer.

**J**owett Javelin; £445—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1953** Javelin de luxe, heater, black, red hide, very good condition; £425.—Seven Kings 5552. [C1045]

**1949** good condition; £425.—Seven Kings 5552. [C1045]

**1936** Jowett 7hp sal., reconditioned engine, clean, original condition; £85 or terms.—J. & H. Motors, 50, Holloway Rd., London, N.7. [C1026]

**CASS'S MOTOR MART**, 195, Javelin; Jowett Jupiter, sports 2-seater coupe, green; £475; tax'd to Dec. 1956; written guarantee—5, Warren St., W.1. Eust. 4110. [C4018]

**1952** Javelin de luxe saloon, grey, radio, heater, 2-seater, roof luggage rack, other extras; £450.—Falkner, Kingswood, Nazeing, Essex. Nazeing 5243. [C1041]

**165** ans.—Jowett 1958 10hp 4-cylinder saloon, sliding door, leather, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). [C4018]

**1953** Jupiter, bronze, P.V.C. hood, heater, full series 3, overhauled recently and in excellent running order; marriage forces sale; £500; week-end.—Shrivenham (near Swindon), 321, Monday-Friday evenings Northampton 32103. [C1074]

**1953** Jupiter, bronze, P.V.C. hood, heater, full series 3, overhauled recently and in excellent running order; marriage forces sale; £500; week-end.—Shrivenham (near Swindon), 321, Monday-Friday evenings Northampton 32103. [C1074]

## JOWETT

**1953** Javelin de luxe saloon, black with brown leather, heater, one owner, immaculate. Tel. 4129. [19776]

**1952** Javelin de luxe saloon, ser. III modifications, guaranteed since run 7,000 miles, outstanding condition. Tel. 4129. [1975]

**1952** Jowett Jupiter, finished in bronze with fawn interior and fitted radio, heater, screen-washer, wing mirrors, reversing light, exhaust deflector, rad. muff, tonneau cover, lamp and horn brackets on wings and lamps, new set of tyres recently fitted, this vehicle is in specimen condition throughout and carries our six months' guarantee; an opportunity not to be missed at £520.—Elliswood Motors, Mill Hill (London) 4232. [1953]

## Jowett Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**WM** WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country, are in very urgent need of low mileage as new 1953 or 1954 full Series III Javelin de luxe. [W4049]

**JOWETT SPARES AND SERVICE**

**JOWETT CARS LTD.**

**SPARES**, reconditioned units and service facilities will continue to be available in your district; consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Bailey, York. Tel. Batley 1951. Telegraphic: Jowcar, Bailey. [19794/R]

**F. FAIRMAN & SONS, Ltd.**, East Surrey distributors.

**COMPLETE** spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [1961/R]

**INGSTON ON THAMES**.—Jowett agents and specialists for sales and service.

**G. ST. KILIAN, Ltd.**, 1, Walton Park, and 24, Eden St., St. Kilian, 1924. [19453]

**DISMANTLING** for spares nearly all models 1952/3/40.—Wards Motor Stores, Wallasey. Tel. 4151. [C021/R]

**BIRMINGHAM** agents, large stocks of spares.—Frank M. Morris, 1, S. 12, Edg. 0916. [19549]

**GORDON CARS** (LONDON), Ltd.—Specialist service.

**ALL** Jowett models; largest spares stock in south.—Russell Parade, Golders Green, N.W.11. Spe 7671.

**DISMANTLING** for spares nearly all models 1952/3/40.—Wards Motor Stores, Wallasey. Tel. 4151. [C021/R]

**BIRMINGHAM** agents, large stocks of spares.—Frank M. Morris, 1, S. 12, Edg. 0916. [19549]

**GORDON CARS** (LONDON), Ltd.—Specialist service.

**ALL** Jowett models; largest spares stock in south.—Russell Parade, Golders Green, N.W.11. Spe 7671.

**JOWETT** Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, 10, Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7553. [C0504/R]

**BUNTINGS MOTOR EXCHANGE** offer unusual service and spares for Jowett cars.—Harrow, Tel. 6225-6. [C073/R]

**A. V. MOTORS**, Ltd., Park Rd., Teddington, Middlesex, Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1950-1954 models; over 30 years' Jowett experience. [C0759/R]

**GODFREYS**, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—223-234, London Rd., Croydon (Croydon 3641-2); Bushwood Corner, Leytonstone, E.11. Tel. 8610-1; 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [C0463/R]

## LAGONDA

**BROOKLANDS**, wholesale and retail.

**NEW** Lagonda 3-litre saloon and d.h. coupe.

**1954** series Lagonda 3-litre Tickford saloon.

**BUY** or sell with confidence; part exchange.

**103**. New Bond St., London, W.1. Mayfair 8351. [C1029]

**DAVIES MOTORS**, Ltd. (Managing Director: J. E. Davies). 20 years' service manager to Lagonda.

**ENQUIRIES** invited for available used cars.

**273**. London Rd., Staines. Tel. 4211-5.

**1950** 2½-litre Lagonda saloon, grey/red leather, in excellent condition; £715.—Halls (Finchley), Ltd., 54, Streatham Hill, S.W.2. Tel. Tulse Hill 4488. [C1080]

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**1950** 2½-litre Lagonda saloon, grey/red leather, in exceptionally fine condition; £715.—Grosvenor Garage, Newcastle, Staffs. [C1080]

**1950** 2½-litre Lagonda saloon, finished black with beige leather, radio, heater, in exceptionally fine condition; £715.—Grosvenor Garage, Newcastle, Staffs. [C1080]

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**1950** 2½-litre Lagonda saloon, finished black with beige leather, radio,

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LANCHESTER

**1938** Lanchester II saloon; £145.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview, 9039 and 5306. [C4074]

**G & M ALFREDS** (1936) Ltd.—1953 Lanchester throughout, written guarantee; £765.—6-7, Warren St., W.1. Euston 3268.**CASS'S MOTOR MART**—1953 (Aug.) Lanchester 14 saloon, 1½ ton, heater unblemished; £765. terms to Dec. 1956. one owner; written guarantee. [C1090]**1938** Lanchester 11, excellent condition through out, £235. Hire purchase terms, exchanges. 5 Summerhill Gardens, Muswell Hill, N.10. 8073. Fitter 0293.**£150**—1939 model Lanchester 14 Roadrider de luxe saloon, excellent runner, beautiful hide interior; £50 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]**1953** 1½ ton saloon, maroon leather, highly recommended; £675. H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

## Lanchester Cars Wanted

**R OWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Lanchester Spares and Services

**DISMANTLING** for spares nearly all models 1932/1940.—Wards Motor Stores Wallasey, Tel. 4151. 1002/R**A LLEN'S**, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6251-4 and 1199. 1066**A RCT ENGINEERING**, Ltd.—Complete overhauls and engineering service. Lanchester cars, preselect gear box; exchanges and 48-hour repairs.—169 Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [Q237/R]

## LANCIA

**J OHN S. TRUSCOTT**, Ltd., for Lancia.—Only the best examples offered.**1938** Aprilia fawn, leather, several extras; believed the best and only one-owner Aprilia available; £475.**E XCHANGES**, deferred terms—173, Westbourne Grove, N.1. Battersea 4275. [C4035]**1938** Lancia Aprilia saloon, black, nice condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]**1951** model Aurelia pillarless saloon, colour grey; £975.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]**1939** Lancia Aprilia saloon, finished in 2 colours, maroon and grey, with grey leather interior; this is a very fine example and must be one of the most attractive Aprilia available; £1,350; choice of 2.**M ALDSTONE ENGINEERING**, Co., Smethwick, Pendleton, Manchester, 6, Pen. 3457. [C3000]**M OSS (CAMBRIDGE)**, Ltd., Lancia distributors usually have one or more small mileage cars for sale; Gran Turismo and saloons available for demonstration.—146, Hills Rd., Cambridge. Tel. 87519. 18124**R OSE & YOUNG**, Ltd., offer: Brand new Lancia Gran Turismo saloon at pre-budget list price, part exchanges welcomed.—65-69, Sternhold Ave., Streatham Hill, S.16.2 (one minute Streatham Hill Station). Tel. Hill 6464. [C3057]**G RAN** Turismo speed coupe 1952, 2-litre, luxury safety, comfort, ample luggage space, one owner; immaculate condition, recent complete check by Lancia; £1,725.—Write: C. M. Needham, Pennsylvania, Picadilly, Cheshire. 1818**365**—Lancia Aprilia 1939 2/4-seater sports convertible by Farina, blue and silver, blue leather, P.V.C. hood, all independent suspension, scarce model, excellent condition; terms, exchanges, list. Open 9-7 week days, 10-5pm.—John Smith, Hanmerdale (Hampstead Tube), Hampstead 6041. [C4018]**£175**—Lancia Dilambda sports saloon by H. J. Mulliner; this motor car is quite fabulous and literally faultless in every respect; it is a well known car and Lancia specialists declare it to be the finest in existence; previous two owners were lovers of the marque and hundreds of pounds have been spent to make this car what it is; it was last overhauled by Lancia, Ltd., when it had a thorough engine overhaul which should last a lifetime; since then a small mileage has been covered, and its superlative chassis, containing the coachwork is faultless and beautiful, as also the unmarked interior; too beautiful to describe, altogether a magnificent specimen which will delight the connoisseur.—Glynn, 189, Pavilion Rd., Sloane Street, S.W.1. Sloane 4867. 19707

## Lancia Cars Wanted

**L ANCIA** Aprilia wanted, year immaterial.—T. P. Breen, Ltd., High Rd., Whetstone, N.20. Hilsdale 7747. [O356/R]**R OWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Lancia Spares and Service

**L ANCIA (ENGLAND) LTD.**—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply: Lancia Works, Alperton, Wembley (Perivale) 5850.

## LEA-FRANCIS

**B IRKETTS (FINCHLEY)** offer:**1947** Lea-Francis special 2-door sports saloon, the prettiest car of its type, finished in two tone, a connoisseur's car; £355, written guarantee.**B IRKETTS (FINCHLEY)**, 357-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 any time. [C4065]**1947** Lea-Francis sports saloon; £275.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview, 9039 and 5306. [C4074]

**C HARLES FOLETT**, Ltd.—sole distributors Lea-Francis, London and Home Counties.**S ERVICE**—Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5336. [C2010]**£385**—Lea-Francis 14 1947-8 sports saloon, radio, heater, excellent condition.**V INTAGE AUTOS**, Ltd., 105, Queensway, W.2. Tel. Bayswater 5923 and 8330. [C4079]

## LEA-FRANCIS

**1951** Lea-Francis sports foursome drop head coupe, special body by Abbotts, grey with red leather upholstery, radio, heater, etc., 27,000 miles, cost new £22,750; our price £645.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 6266.**365**—Lea-Francis 1948 14hp foursome sports coupe, leather, heater, pass light, unworks, spare, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 1700.**1951** Lea-Francis special 2½-litre sports saloon, black, beige leather, H.M.V. radio, heater, excellent condition; new engine, one cost over £2,250, now only £599 including a 90-day warranty and a free round-trip to Paris by B.E.A. whenever you like.—Bristol Street Motors, Ltd., Ford distributor, 164-182, Bristol St., Birmingham, 5. Tel. Mid. 5861-5 or 5903-6.**1951** Lea-Francis Cars Wanted**R OWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]**Lea-Francis Spares and Service****L EA-FRANCIS**, Ltd.,**S PARES** and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 6029-5-6. [C392/R]**S PARES** and service. J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dex. 4793-6. [C082/R]**C HARLES FOLETT**, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis Owners.**S HOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.**O FFICIAL** Lea-Francis London Service Station**W ORKS and Stores:**—**B ARNSDALE**, Yard off Elgin Ave., W.9. T-1, Cunningham 5336. [C595/R]

## LIMOUSINES

**A & S LTD.** Guaranteed Limousines.**SPECIALISTS** for 30 years. Varied selection of high grade Court, North Audley Street, Mayfair 2941. [C1006]**R OLLS-ROYCE** 30hp swept tail 1935, forward occasional, leather throughout, £695.—Hooper 1934, excellent chassis, 25hp, immaculate; £355.—Hooper 1935, £355.**H UBER** 1934, 25hp, 7-seater limousine, £1,095.—H. S. Paul, Compagnie 280, Grosvenor Crescent, Mews, H.S.W.I. 5187 Belgrave. [C1103/R]**£50**—8-seater Packard, registered August 1935, excellent condition throughout, many valuable spares included, tested, insured.—Further details Box 8509.**1951** Humber 7-passenger Imperial saloon, £950.**1951** with fawn leather throughout, heater, one private owner, mileage 26,000; £95; any make of second-hand car in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C1974]**1951** Humber 7-passenger Imperial saloon, £950.**1951** Humber 7-passenger Imperial saloon, £950.**P RIVATELY** owned 1952 7-passenger Imperial saloon, excellent; £965; also 1952 leather private limousine, immaculate; £1,095; Packard 1937 super 52.5hp, wonderful mechanically, immaculate; £285.—Victoria Garage, Edgware Rd., Cricklewood. Gladstone 3029. [C1103/R]

## LINCOLN

**O N** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-5. [C747/R]

## Lincoln Cars Wanted

**S IMPSONS MOTORS (WEMBLEY)**, Ltd., the Lincoln buyers, Wembley 8691/3903. [W4015/R]

## MERCEDES-BENZ

**H . C. PAUL**, Ltd.,**PARADE MOTORS (MITCHAM)**, Ltd., offer:—**UNDoubtedly** the finest selection of M.G.s in the country.**1949** M.G. TC, green, fitted twin Planet thrower lamps, aero screens, other extras, five excellent types; £395.**1947** M.G. TC, red with beige upholstery, wind-tone horn, lighting, running lights and many other extras; £295.**1947** M.G. TC, black and beige, fitted new plastic hood, many extras; £355.**1947** M.G. TC, black and red, fitted in superb condition; £345.**1947** M.G. TC, black, beige, fitted full tonneau cover, luggage rack, etc.; £355.**1946** M.G. TD, green and beige, fitted reconditioned engine, Laystall head, many other extras; £335.**1938** M.G. TA, green, in excellent condition throughout; £225.**1937** M.G. TA, red with red upholstery, in excellent condition; £215.**A LL** these cars fully guaranteed, h.p., insurance and part exchange effected; spares and service.**1951** M.G. TD, MIDGET, TD, TD 1275cc, Tel. Mitcham 3392. [C3096]**M . G. TC** and TD models, choice of £340-£380. [C1041]**U Plands 4812.****SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—**1951** M.G. 1½-litre saloon; £385-355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]**I -POWER** 1½-litre carburetor conversions give amazing improved performance.**H**igh ratio rear axles now available for the new M.G. Magnette; send for data and road tests.**ALEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]**M . G. A.** as yet unregistered; best offer please; exchanged consideration; Box 6396. [C3956]**1946** M.G. TC, black, luggage rack, new hood; £310.—Priors, 2, Lanfrey Place, W.14. [C1975]**1949** M.G. TC, many extras; £395-97. Alexandra Ave. G. South Harringdon, Middx.**1953** 2.6 M.G. saloon, black with green upholstery, fitted radio, and heater; £750.**1939** fitted fog light, wing mirrors and radio; £265.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1968]**1952** M.G. YA 1½-litre saloon, maroon, red leather, radio, perfect condition; £550.—Box 8472. [C4029]**1953** M.G. TD2, perfect condition; £465; h.p. arranged.—23, Sleaford Rd., Birmingham, 28. [C1973]**UNIVERSITY MOTORS**, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C1968/R]

## MERCEDES-BENZ

**WOKING MOTORS**, distributors, Surrey, Sussex.**300** SL 1955, 5,000 miles only, for disposal, new 300SL supplied.**190** SL coupe 1955, 2,000 miles, white, red leather, new; £1,225.—Woking Motors (Maybury Hill), Ltd., Woking 4277-8.**1955** 170 Diesel, 20,000 miles, as new; £95.—Mandarin Autos, Ltd., 48, Fitzroy St., London, W.1. Sunbeam 550. [C1001]**1955** Mercedes-Benz 220A, finished 2-ton grey, special front seat fittings, low mileage, as new throughout; £1,850.—Robbins, East Putney, Tel. 7881. [C3010]**1954** Mercedes-Benz Type 300 saloon, one owner, radio, many extras, beautiful condition throughout; offers; G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4055]**UNIQUE** and can never be repeated, absolutely showable condition; £400.—Sports roadster, negligible mileage, r.h.d.—Dudley, 4, Oxford Court, Par. 14. E. Twickenham, Popesgrove 5483. [C1942]**Mercedes-Benz Spares and Services****M ERCEDES-BENZ (GREAT BRITAIN)**, Ltd., sales service and spares.—58, Camberwell New Rd. S.E.5. Tel. Reliance 7691. [T0962/R]

## MERCURY

**O N** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4906-9. [T048/R]

## M.G.

**R AYMOND WAY****R AYMOND WAY OF KILBURN****R AYMOND WAY**, the hire-purchase specialists.**1954** (August) M.G. TF sports roadster, 15,000 miles, as new, serviced, absolutely as new, original list price approximately £2900; offered at the bargain price of £999s.**HIRE-PURCHASE** terms on the spot with no references, no formalities or guarantees; part exchange on your existing motor car or car; always 200 cars under £400 to choose from.**R AYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).**PLM AUTOSALES** offer:—**1949** model M.G. TC, green, loose covers, many extras, mechanically and bodily really first class, a genuine sports car; £375.—Elm Autosales, 62 Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]**H . A. SAUNDERS**, Ltd., offer:—**1949** M.G. 1½-litre saloon, maroon, red upholstery; H. A. Saunders, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C2027]**COMPTON & FULLER**, Ltd., offer:—**1952** M.G. 1½-litre saloon, one owner, reconditioned engine; £415.—Chase Rd., Epsom 5896-7. [C1909]**PARADE MOTORS (MITCHAM)**, Ltd., offer:—**UNDoubtedly** the finest selection of M.G.s in the country.**1949** M.G. TC, green, fitted twin Planet thrower lamps, aero screens, other extras, five excellent types; £395.**1947** M.G. TC, red with beige upholstery, wind-tone horn, lighting, running lights and many other extras; £295.**1947** M.G. TC, black and beige, fitted new plastic hood, many extras; £355.**1947** M.G. TC, red and red, fitted in superb condition; £345.**1947** M.G. TC, black, beige, fitted full tonneau cover, luggage rack, etc.; £355.**1946** M.G. TD, green and beige, fitted reconditioned engine, Laystall head, many other extras; £335.**1938** M.G. TA, green, in excellent condition throughout; £225.**1937** M.G. TA, red with red upholstery, in excellent condition; £215.**A**ll these cars fully guaranteed, h.p., insurance and part exchange effected; spares and service.**1951** M.G. TD, MIDGET, TD, TD 1275cc, Tel. Mitcham 3392. [C3096]**M . G. TC** and TD models, choice of £340-£380. [C1041]**U Plands 4812.****SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—**1951** M.G. 1½-litre saloon; £385-355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]**I -POWER** 1½-litre carburetor conversions give amazing improved performance.**H**igh ratio rear axles now available for the new M.G. Magnette; send for data and road tests.**ALEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]**M . G. A.** as yet unregistered; best offer please; exchanged consideration; Box 6396. [C3956]**1946** M.G. TC, black, luggage rack, new hood; £310.—Priors, 2, Lanfrey Place, W.14. [C1975]**1949** M.G. TC, many extras; £395-97. Alexandra Ave. G. South Harringdon, Middx.**1953** 2.6 M.G. saloon, black with green upholstery, fitted radio, and heater; £750.**1939** fitted fog light, wing mirrors and radio; £265.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1968]**1952** M.G. YA 1½-litre saloon, maroon, red leather, radio, perfect condition; £550.—Box 8472. [C4029]**1953** M.G. TD2, perfect condition; £465; h.p. arranged.—23, Sleaford Rd., Birmingham, 28. [C1973]**UNIVERSITY MOTORS**, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C1968/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G.

**B**EARTS OF KINGSTON, M.G. specialists; sales, spares, repairs—102, London Rd., Kingston. Tel. Kin. 334-10082/R

**1955** Magnette, black, one owner, in perfect condition.—Morley, 54, Streatham Hill, S.W.2. Tel. Tulsa Hill 4488.

**1954** Magnette, heater, radio, spare unused: £795—Perkins, 36, Nottingham Place, W.I. Tel. Welbeck 0542.

**1954** M.G. saloon, 1951, black with red leather, immaculate throughout: £490—35, Carr Lane, Southport. Tel. 78647.

**1959** M.G. TA, excellent condition, cream, new engine, etc.: £250. Newman, 69, Paxton Chilwick Lane, Hants. Tel. 19775.

**1955** Magnette saloon, black and red upholstery, heater, 3,800 miles, as new: £850; exchange.—Colt Motors, Malmesbury, Wilts. Tel. 3150. [C1954]

**£110** —1½-litre tourer, 1957, one owner, written off: £40 deposit.—Searle, Ltd., [C4069]

**£460** —1953 M.G. 1½ saloon, maroon, heater, car unmarked.—Fins Motors, 11, Bennett Rd., Higher Crumpsall, Manchester. 8. Cheetham 1924.

**1949** M.G. TA, good condition, many extras, any trial: 300gns.—Swindon, North Farm Rd., Tumbridge Wells. Southborough 1199.

**1949** TC M.G. cream, reconditioned throughout stage II tuned, superb performance; many extras: £400.—Reid, 32, Mill Rd., Christchurch. Tel. 545-945.

**1952** M.G. 1½-litre saloon, one owner, excellent condition: £495; h.p. part exchanges.—Premier Motors, 295, Lewisham High St., S.E.13. Tel. Green 1051. [C19083]

**1948** M.G. 1½ saloon, grey, one owner: £355.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [C1958]

**1948** M.G. 1½-litre saloon, excellent condition: £415; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106.

**1939** 2-litre d.h. 4-seat coupe, excellent, new works: £145.—Cutler, Barn Cottage, Walberton, Arundel. Tel. Eastbourne 267.

**1951** M.G. 1½ saloon, black/beige leather, 27,000 miles only, one owner, excellent condition: £450; another 1950, black/green leather, £400.—Woodcock Motor Co., Ltd., Epsom 1234. [C1920]

**1939** M.G. TA sports 2-seater, black with silver paint, leather seats, 1953, terms: £100; enquires welcomed.—Rowles Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 2894. [C2035]

**TANKARD & SMITH'S**, Ltd., offer 1954 M.G. Magnette saloon, maroon/fawn leather, one owner, low mileage, excellent condition: £795; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

**3800** miles, unmarked and almost indistinguishable from new model 1955 M.G. Magnette sports saloon, maroon leather, front fenders, screenswashers, wing mirrors, nylon loose covers, etc.: 845gns.—Rowland Smith, below:

**695** —M.G. Midget 1955 TF 1500 2-seater, radio, leopard-skin cover for lamp, badge bar, all over tan, one owner, low mileage; terms: exchanges—Rowland Smith, below:

**525** gns.—M.G. Midget late 1953 TF 2-seater, silver streak grey, red leather, one owner, unmarked; terms: exchanges—Rowland Smith, below:

**375** —M.G. Midget 1954 TF 2-seater, red, red leather, luggage carrier, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) Tube, Hampstead 6041. [C4018]

**B**RITTONS 1954 M.G. 2-litre Tickford drop head, new hood, engine overhauled including new mains, crank reground, etc., exceptional car: £295—363, Fulham Rd., S.W.10. Tel. Flaxman 2032 and 2617. [C1104]

**P**ERFORMANCE CARS, Ltd.—1954 M.G. TF, 2500cc, 2-seater, specially tuned: £595; 1952 M.G. TD, 1.250cc 2-seater, red: £465; 1951 M.G. TD, 1.250cc 2-seaters, choice of two from £410; 1949 M.G. TC, 1.250cc 2-seater, green, many extras: £395; 1949 M.G. 1.250cc 2-seater, many extras, red: £385; 1947 M.G. 1.250cc 2-seater, cream: £375; 1946 M.G. TC, 1.250cc 2-seater, black: £365; 1946 M.G. TA 10hp 2-seater, black: £275; 1937 8 M.G. TA 10hp 2-seaters, 2 from £225; 1937 M.G. TA 10hp 2-seater, red: £265; 1938 M.G. 2-litre saloon, specimen: £395; 1938 M.G. PB 2½-litre, cream, specimen: £225; 1934 M.G. J2 8hp 2-seaters, two from £115; 1936 M.G. Q 750 s.c. single-seater, green: £245.—Performance Cars, Ltd., stockists of the finest selection of M.G.s in the country, all spares available.—Great West Rd., Bromford, Middlesex. Ealing 8841. [C3041]

## M.G. Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**SLOCOMBES, Ltd.**

**W**E urgently require M.G.s of all models since 1933. Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground: Dollis Hill Stn. [W4017]

**C.N.K. MOTORS** urgently require M.G.s, particularly VA, TA, TB and TC models.—553, Finchley Rd., N.W.3. Hampstead 5712.

**H. A. SAUNDERS** require your post-war saloon in part exchange for Magnette.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

**CLUBMAN AUTOS**, Ltd., urgently require all M.G.s, 2-seaters—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275.

**CASH** immediately for good M.G.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 0111. [C2001]

**PRIVATE** cash buyer requires M.G. 1½-litre, 2½-litre saloon, good home assured.—Hole, 26, King's Rd., Cowplain, Portsmouth. [C1953]

**URGENTLY** required, 1947-55 M.G. saloon, and 2-seaters—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275.

**WANTED**, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 3325-6. [W2028]

## M.G. Cars Wanted

**A**LMOST new M.G. required immediately: £54. Streatham Hill, S.W.2. Tel. Hill 2676. [W2016]

**PRIVATE** buyer wants M.G.-TD must be immaculate; keen price, spot cash.—Tetlow, 124, Harehills Lane, Leeds. [C1957]

**M.G. Spares and Service**

## TOULMIN MOTORS

## OFFICIAL stockists

**S**PECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange parts, dynamos, starters, cranks, flywheels, boxes, valves, valves, etc.; drive, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel.

**T**OULMIN MOTORS, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [C1949]

**DISMANTLING** for spares 1937/8 2-litre—Wards Motor Stores, Wallasey. Tel. 4151. [C1938]

**UNIVERSITY MOTORS**, Ltd.—Largest stocks of M.O.G. and M.G. spares in stock for all models.

**V. W. DERRINGTON**, Ltd., for M.G. spares, and replacement parts, new and used; valves, springs, guides, gaskets, road springs; brake linings and cables; Stage II, II and Laystall-Lucas cylinder heads, new crankcases, cylinder barrels, 28-pint tanks, rear end, shock absorbers, silencers and exhaust system stamp new list.—159-161, London Rd., Kingston 5621-2. [S1071]

**M.G.** spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacements can be had for rod, dynamic, leaf spring, etc., whilst having vertical drive assemblies; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [C1938]

## MORGAN

**1949** Morgan 4/4 4-seater sports, British racing green: £255.

**PARADE MOTORS** (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3592. [C3036]

## Morgan Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**SLOCOMBES, Ltd.**

**W**E urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017]

**CLUBMAN AUTOS**, Ltd., urgently require all models Morgan for cash.—138-142, High St., Tooting, S.W.17. Tel. 5484. [C1905]

**Morgan Spares and Service**

**MORGAN** 4/4 official source parts stockists, service and repairs.—Basil Rov. Ltd., 161, Gt. Portland St., W.1. Langham 7735.

## MORRIS MINOR

**W**HATSON, LTD.—Morgan 2-door, 1952, grey, 27,000 miles, unmarked, in excellent condition; £100.

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**W**HATSON, LTD.—Morgan 2-door, 195

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS MINOR

**525** kms.—Morris Minor 1955 series II de luxe saloon—smoke black leather, heater, overriders, wing mirrors, loose covers, one careful owner, terms, exchanges.—Rowland Smith, below:—  
**465** gns.—Morris Minor 1953 series II saloon, one owner, spare unused, exceptional; terms, exchanges.—Rowland Smith, below:—  
**445** gns.—Morris Minor 1952 de luxe 4-door saloon, leather, heater, overriders, passlight, one owner, exceptional; terms, exchanges.—Rowland Smith, below:—  
**395** gns.—Morris Minor 1952 convertible, excellent condition; terms, exchanges.—Rowland Smith, below:—  
**375** gns.—Morris Minor late 1954 saloon, excellent condition, taxed; choice of 12 Minors; terms, exchanges, list, Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Tel. 0641. [C4018]  
**1954** (Nov.) Morris 2-door saloons, choice of 5 £485 each, colour black, mileage 10,000, B.M.C. guarantee.—Lancaster Eng. Co., Ltd., 39-45, Eden St., Kensington, K.M. 5151-6. [C4016]  
**1955** (Oct.) Morris Minor 1/2-ton van, in grey cellulose, fitted with extra passenger seat and tractors, 2,000 miles only and absolutely as new; £395.—Hillwood Motors, Mill Hill (London) 4232.  
**£495**—1955 Minor convertible, 14,000 miles, 9,000 miles; £525; terms and exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 9886. [C4084]

## Morris Minor Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]  
**1955** Minor saloon wanted; no dealers.—Stretford, £300 cash offered for sound Minor.—Tel. Eal. 2667. Ext. 5, before 5 p.m. [19753]  
**A**LMOST new Morris Minor required immediately.—A—Stretford, Hill, S.W.2. Tulse Hill 2676.  
**M**ORRIS Minor wanted 1954-5, low mileage, showroom condition.—Harkit Estates, Tel. Valentine 1577 (evenings).

## MORRIS EIGHT

**1948** Morris 8 saloon: £295—Montreux Motors, Epping New Rd., Buckhurst 1171. [C3088]  
**295**—Morris 8 1947 de luxe saloon, sliding head, leather, rebordered, carefully used; terms exchanges.—Rowland Smith, below:—  
**145**—Morris 8 1952 estate E tourer, new hood; choice of 9 Morris 8's; terms, exchanges, list, Open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## Morris Eight Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

## MORRIS TEN

**1946** Morris 10 saloon, sunroof, black, excellent condition: £275.—  
**1947** Morris 10 saloon, sunroof, black, excellent condition: £295.—Salmons Garages, [C4229]  
**95**—Morris 10 1938 de luxe saloon, sliding head, leather; terms, exchanges, list, Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## Morris Ten Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

## MORRIS COWLEY

**1925** Bullocky Morris Cowley 2-seater, as new, only 1,000 miles, £200.—Box 8515. [19776]  
**1954** Morris Cowley saloon, 10,000 miles, spare unused: £595.—  
**G**ORDON CARS (LONDON) Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761.  
**1954** (Oct.) Cowley saloon, fitted heater, excellent condition: £545.—Sargeant & Collins, Bromley, Imperial 2242. [19827]  
**1954** Morris Cowley saloon, grey, red interior, one owner, 16,000 miles, wonderful value; £260.—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middx. 7015. [19703]

## MORRIS OXFORD

**G**LANFIELD LAWRENCE offer:—  
**1953** Oxford Traveller's car, in birch grey with red interior, superb example: £645.—407, High Rd., N.12, Finchley 0091. [C2053]

**P**HILIP RICKARDS, Ltd., offer:—  
**1953** (Oct.) Morris Oxford saloon, black, heater, 7,000 miles only; part exchange, deferred terms, 4.—Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

**H**. A. SAUNDERS, Ltd., offer:—  
**1952** Morris Oxford saloon, black, red upholstery, heater: £475.

**1952** Morris Oxford saloon, black, green, green upholstery, heater: £475.

**H**. A. SAUNDERS, Ltd., 336-342, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C2027]

**S**IMPSONS MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:—  
**1952** Morris Oxford: £435.—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422. [C4015]

**H**IGH-POWER twin carburettor conversions give amazing improved performance.

**H**IGH ratio rear axles now available, send for details and road tests.

**1954** Morris Oxford series II saloon, green, fitted twin carburettor conversion and overdrive on all gears, the actual car tested by "The Motor": £675.—

**A**LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks, Tel. 345. [C1094]

**W**. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. [C1025]

**1949** (September) Morris Oxford, fitted heater, W. Ham. 2234.

Good condition throughout; £375.—Tel. Putney 2770.

## MORRIS OXFORD

BRADSTOCK MOTORS, Ltd., offer:—

**1955** model Morris Oxford series II saloon, clarendon grey with red leather, one lady owner, spare unused, 8,000 miles only, as new throughout: £645.—Chase Rd., Epsom 5696-7. [C1090]

**1954** Morris Oxford, 14,000 miles, one owner, fitted heater, almost as new; £595.—JOHN CAMPBELL MOTORS 415, Holloway Rd., N.7 North 4441. [C1036]

**M**ORRIS Oxford traveller's car, 1954; one owner, 17,000 miles, htr., almost faultless; £625.—Pounds 401. [C1011]

**1954** (July) Morris Oxford saloon, grey, heater, Buckhurst 1171. [C3088]

**1953** Morris Oxford, birch grey, heater, small mileage: £520.—Arter, Broad St., Ramsgate Thanet 53422. [C3093]

**1953** Oxford saloon, black, red leather, heater, one careful owner, guaranteed: £525.—Campbell Symonds, Wembley 6262. [C1037]

**£325** 1949 Oxford; terms and exchanges.—Tann 9754. [C1018]

**1955** (June) Morris Oxford saloon, beige, red interior, heater, sixply tyres, excellent condition, one owner: £70.—Western 5596. [C1947]

**1954** Morris Oxford Traveller, 15,000 only: £747.—M. E. 5596. [C1948]

**AZ** MOTORS offer 1954, 12,000 miles, one owner, immaculate: £575!!!—Palmerston Rd., N.W.6. Mat. 4723. [C1011]

**1956** Morris Oxford estate car, delivery miles only, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

**1954** Morris Oxford Series II saloon, black with maroon upholstery, heater: £625.—University Motors, Ltd., 80, Ecclesall Rd., W.M. Grosvenor 4141. [C1012]

**1952** Morris Oxford, one owner, Jack, heater, interior, very carefully used car: £465.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C1013]

**1953** Morris Oxford saloon, one owner, heater, unbroken: £595.—G. W. Williams, Ltd., Lion Gate, Hampton Court, Middlesex. Tel. 6109. [C1014]

**1953** Oxford Traveller's car, de luxe, grey/red, red, one careful owner, B.M.C. guarantee: £575.—John A. Sparks & Co., Nuffield Depot, Streatham Hill, S.W.2. Tel. 5344. [C1015]

**1954** unused, a veritable show piece: £585.—Conway Motors (Hove) Ltd., 107, Kings Rd., Chelsea Flaxman 7638 and Hove 30107. [C1105]

**1953** Morris Oxford, choice of 2, grey-red, heaters, one owner, B.M.C. guarantee: £595.—John A. Sparks & Co., Nuffield Depot, Streatham Hill, S.W.2. Tel. 5344. [C1016]

**1954** unused, a veritable show piece: £585.—Conway Motors (Hove) Ltd., 107, Kings Rd., Chelsea Flaxman 7638 and Hove 30107. [C1105]

**1953** Morris Oxford, choice of 2, grey-red, heaters, one owner, B.M.C. guarantee: £595.—John A. Sparks & Co., Nuffield Depot, Streatham Hill, S.W.2. Tel. 5344. [C1016]

**1954** unused, a veritable show piece: £585.—Conway Motors (Hove) Ltd., 107, Kings Rd., Chelsea Flaxman 7638 and Hove 30107. [C1105]

**1952** Morris Oxford saloon, fitted heater, a most genuine, can throughout: £475.—Colet Garages Ltd., 42, Wormle Rd., S.W.19. [C1015]

**1952** (October) Morris Oxford de luxe, grey with red interior, heater, one owner, beautiful condition: £625.—Autowork, Ltd., 80, Ecclesall Rd., W.M. Grosvenor 4141. [C1016]

**1955** Morris Oxford saloon, black, red leather, one careful owner, 6,000 miles only, magnificent: £685.—Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Tel. 0175. [C1017]

**1952** Morris Oxford saloon, fitted heater, a most genuine, can throughout: £475.—Colet Garages Ltd., 42, Wormle Rd., S.W.19. [C1015]

**1952** (15-14 Castle Parade, Ewell 2393. [C1015]

**1955** Morris Oxford saloon, black, red leather, one careful owner, 6,000 miles only, magnificent: £685.—Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Tel. 0175. [C1017]

**1952** Morris Oxford saloon, fitted heater, a most genuine, can throughout: £475.—Colet Garages Ltd., 42, Wormle Rd., S.W.19. [C1015]

**1952** (15-14 Castle Parade, Ewell 2393. [C1015]

**1955** Morris Oxford, 1954 saloon, Clarendon green, red interior, one owner, moderate condition, terms, exchanges, list, Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1018]

**1951** Morris Oxford de luxe saloon, one owner, heater, original and above average: £395. another £385; terms, trade enquiries welcomed.—Rory Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town station). Tel. 2708-8894. [C1059]

**Morris Oxford Cars Wanted**

**GARDNER & CO. (HENDON)** will buy your Morris Oxford—Sunrise Hill 3359 and 03030. [C2074]

**A**LMOST new Morris Oxford required immediately.—A—Stretford, Hill, S.W.2. Tulse Hill 2676.

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**Morris Fourteen**

**1937** Morris 14, recent £45 overhaul: £120 or offers.—Andrews, 54, Ellabank Rd., Heanor, Derby. [C1020]

**Morris Miscellaneous Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**MARSTON MOTOR CO.** for your Morris. Tel. Sta 8000 Seven Sisters Rd., Tottenham, N.15. [C1098/R]

**Morris Spares and Service**

**MORRIS**, the official stockists, for spares, service and repairs.

**TEL** Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 5151-6. [C1017/R]

**KINGSTON ON THAMES**—Morris agents and specialists for sales and service.

**G. W. WILKIN**, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. [S4053]

**MORRIS** genuine spares and special service in the West End.

**S MORRIS & CO.** Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C1042/R]

**BARKERS MOTORS (LONDON)**, Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [C1051]

**DISMANTLING** for spares, nearly all models.

**1952/1940**—Wards Motor Stores, Wallasey, Tel. 4151. [C1023/R]

**H. HARDY & SON**, 55, Marylebone High St., W.1. [C1052/R]

**R**Experienced for many a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—W.E. 1101. [C1035/R]

## NASH

**SIMPSONS** offer:—

**1953** Nash Rambler, l.h.d., Hydramatic drive, r. & h., all extras.

**Nash Rambler**, r.h.d., r. and h., all extras.

**SIMPSONS MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

**Nash Cars Wanted**

**SIMPSONS MOTORS (WEMBLEY)**, Ltd. the Nash buyers Wembley 8691/3903. [W4015/R]

## OLDSMOBILE

**1954** Oldsmobile 98 convertible, 7,000 miles, fully equipped.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C1028]

**Oldsmobile Cars Wanted**

**SIMPSONS MOTORS (WEMBLEY)**, Ltd. the Oldsmobile buyers—Wembley 8691/3903. [W4015/R]

## Opel Spares and Service

**L**ANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

**A** FREEMAN LTD., Grosvenor Garage, Brixton, 10515/R

**PRIDE & CLARKE**, Ltd., Opel stockists; quotations. c/o Stockwell Rd., S.W.9. Brixton 6251. [C2068/R]

## PACKARD

**I**MOUSINE, 1937 super 32 chp, wonderful mechanically, excellent tyres carefully maintained, immaculate coachwork, unrepeatable value: £285.—Victoria Garage, Edgware Rd., Cricklewood, 3029 Gladstone. [C1103]

## Packard Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**L**ONARD WILLIAMS & Co., Ltd.

**PACKARD** Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C1018/R]

**SIMPSONS MOTORS (WEMBLEY)**, Ltd., the Packard buyers Wembley 8691/3903. [C4015/R]

**JOE THOMPSON (MOTORS)**, Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4558. [W4028]

## Packard Spares and Services

**JOE THOMPSON (MOTORS)**, Ltd.—Packard spares repairs specialists—91-95, Fulham Rd., S.W.3. Kensington 4558. [C4028]

**E**ONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C4069/R]

## PANHARD

**D**YNA Panhard saloon, l.h.d., model 120; £365.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2628. [C2026]

**1952** twin, 750cc, marvellous performance and petrol consumption, cost £1,100, exceptional; £495.—**PANTHER SERVICES GARAGE**, Ltd., London, Guildford, Surrey. Tel. Guildford 5326. [C3035]

## PEUGEOT

**PEUGEOT** 1955 203 saloon, 2,000 miles, heater/demister, w/s washer, bed/seats, excellent condition interior and exterior: £875.—Tel. Croydon 7213. [C1026]

**1955** Peugeot 203 model saloon, had little use low mileage: £850.—L.M.B. Motors, 142 Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. [C3036]

## PLYMOUTH

**SIMPSONS** offer:—

**1954** r.h.d. Plymouth Savoy, r. & h., all extras.

**1953** Plymouth shooting brake, r. & h., signals.

**1948** Plymouth 2-door, all extras.

**SIMPSONS MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015/R]

## Plymouth Cars Wanted

**SIMPSONS MOTORS (WEMBLEY)**, Ltd. the Plymouth buyers Wembley 8691/3903. [W4015/R]

## PONTIAC

**CASS'S MOTOR MART**—1950 (Nov.) Pontiac 6 Chieftain 2-door saloon, r. & h., unblemished: £695. one owner, taxed to Dec. 1956.—W. Warren St., W.L. Eus. 4110. [C1040]

**Pontiac Cars Wanted**

**SIMPSONS MOTORS (WEMBLEY)**, Ltd. the Pontiac buyers Wembley 8691/3903. [W4015/R]

## Pontiac Spares and Pontiac Service

**F**OR Pontiac spares and Pontiac service

**U.S. CONCESSIONAIRES**, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts.

## PORSCHE

**A.F.N. LTD.**

**SOLE** concessionaires for Great Britain, official service and spares—Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015]

**COLBORNE GARAGE**, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [C1029/R]

## RACING CARS

**WARRIOR** Bristol 2-litre sports, red/red leather, 2 owners, has recently been placed 1st and 2nd in only races entered: £1,495.

**J. DAVY**, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1069]

**COOPER'S GARAGE (SURBITON)**, Ltd., of Surbiton (Tel. Elmbury 334) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc Formula 2 cars.

**PERFORMANCE CARS**, Ltd., offer: Formula II Cooper-Bristol fitted B.S.4 engine, ready for racing, £1,095. a so very successful ex-Charles Mortimer Cooper J.A.P. 1100cc single-seater, all history, £245.—Great West Rd., Brentford, Middlesex. Ealing 8841.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RAILTON

**1946** Railton 8-cylinder d/head by Harold Radford, bills for £599 spent last year, superb car, offered at £345, terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052]

## Railton Cars Wanted

**GOOD** Railton required immediately.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 116. [W2000]

## RENAULT

**RENAULT** cars, spares, repairs and service.—Renault, Ltd., Western Ave., Acton, W.5. Acorn 4655. [C421/R]

**AUTOSALES (LONDON), Ltd.**, offer:—

**1954** Renault 750cc saloon, small mileage, one owner, good condition; car: £485.—S. & L. of Glascow, City Rd., 1953. [C323]

**COX'S MOTORS**, Renault distributors.

**1955** (September) Renault 750, 1,000 miles, as new; £595, choice of four other 750 saloons.

**1954** loose covers, carefully maintained, faultless condition; £795.

**COX'S MOTORS (LEICESTER), Ltd.**, 11-15, Conduit St., Leicester. Tel. 60319/20023.

**1951** Renault 760, in perfect condition; £525.

**SCOTT CARS**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4043]

**RENAULT** 750s, 1953-4-5, from £425.—W. & L. of Glasgow, City Rd., 1953. [C323]

**1954** (Nov.) Fregate, black, heater and radio, low mileage; £820.

**L. F. WARD, Ltd.**, Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043]

**1954** Renault 750 saloon, finished grey with red fitted heater; £475.

**OTTOMOTAGE MOTORS**, Ltd., Bolton Rd., Darwen T'74; Bottomgate, Blackburn 5084. [C3082]

**PERFORMANCE CARS**, Ltd., Renault Distributors and service agents: demonstrations willingly given.—Green Lane, Surbiton, Surrey. [C4018]

**WELHAM'S RENAULT SALES SERVICE**, Surbiton, Hill Rd., Surbiton. Elmbridge 1873, est. 1909, offer:—

Fregate 2-litre, demonstrator, 5,500 miles; £595.

Petite sports saloon, black, loose covers; £520.

750 sun roof saloon, grey; £535.

750 sun roof saloon, d: luxe, green, 12,000 miles; only £595.

750 4-door saloon, guaranteed; £550.

exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.1. Park 9704 and 5968. [C3024]

**1939**-40 Renault 6-cylinder coupe, first registered 1946, in very nice condition; £285. [Jacques, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6777-8.]

**1946** Renault 8hp 4-door saloon; a roomy economical car at £285, or £95 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

**1955** Renault 750 d: luxe, 3,000 miles, heater, duo-tone interior, as new; £550.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 1000. [C3096]

**295** (Aug.) Renault 760 1950 saloon, black, red leather; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead) T'bel, Hampstead 6041. [C4018]

**1954** (June) Renault 750 saloon, grey with red leather, terms, exchanges; list: open 9-7 weekdays and extremely lively; £465. part exchanges; deferred terms.—Walker & Ward, Ltd., Daimler Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [1939A]

**Renault Cars Wanted**

**£350** cash offered for good, low-mileage

Renault 750s. Box 8475. [19567]

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton, Hill Rd., Surbiton. Elmbridge 1873. Purchase all models. [W4070/R]

**OWLAND SMITH'S**, the Car Buyers.—Highest cash

prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041.

**Renault Spares and Service**

**DISMANTLING** for spares 1957/8 12hp.—Wards Motor Stores, Wallasey. Tel. 4616. [C0202/R]

**GLENFIELD LAWRENCE**, 2-10, City Rd., Cardiff.

**Renault** distributors.—East Glamorgan—spares and service.—Tel. 20551.

## RILEY

**CAR MART, Ltd.**

**1954** Riley 2½-litre Pathfinder saloon, heater, green with beige upholstery; £950. [C1039]

**CAR MART, Ltd.**, 382, Streatham High Rd., S.W.16. Streatham 0054.

**BOON & PORTER, Ltd.**

**1955** Pathfinder saloon, black, green bucket seats, 3,500 miles, excellent; £1,145. [C444]

**CASTELNAU, S.W.13** (Hammersmith Bridge), Riv. 4444. [C1022]

**TOM GARNER, Ltd.**, offer:—

**1954** Riley 1½-litre saloon, black, heater, radio, loose covers, 12,000 miles; £895. [C2020]

**H. BEART & Co., Ltd.**, offer:—

**1954** Riley 1½-litre saloons, choice of 2 excellent examples of these fine models at £865 and £895.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3349. [C1081]

**J. JAMES (LONDON), Ltd.**, offer:—

**1955** Pathfinder, maroon, beige upholstery, bucket seats, radio; £1,125.

**1955** Pathfinder, black, grey upholstery, bucket seats, radio, 11,000 miles; £1,125.

**1955** Pathfinder, blue, grey upholstery, 6,000 miles; £1,175.

**1954** 1½-litre, green, low mileage; £915.

**RILEY** 750s, 55-56, Pall Mall, S.W.1. Trafalgar 7311. [19658]

**1952** 2½-litre saloon, red, red leather, one owner, 24,000 miles; £675.

**PADDON BROS.**, 60, Cheval Place, South Kensington, S.W.7. Ken. 9477-7478. [C3033]

## RILEY

**GORDON & GLYNN** (the Riley Centre).  
THE specialists who buy and sell pre-war Rileys only. Offer:—

Kestrel 16-4, 1936.

Adelphi 1½-litre saloon, 1936.

Kestrel 9hp, 1934.

Gamecock 2-seater sports.

Monaco 8hp, 1930.

all our cars.

REPAIR Service for Rileys only.

MANY other, in stock, including Lynx and Monacos.

ALL in excellent condition.

H.P. terms, ½ deposit and balance over 18 months on

all our cars.

REPAIR Service for Rileys only.

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins, Sloane Sq. Tube). Tel. Sloane 8326. [C2075]

WOKING MOTORS, Mercedes distributors.

**1952** Riley 1½-litre saloon, black, 22,000 miles, in new condition throughout; £625. Maybury Hill Garage, Woking 4277-8. [C4057]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

LATE 1952 Riley 2½-litre sports saloon, R.M.F. series.

British racing green with green leather upholstery.

one-owner car in first-class order; £650.

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

British racing green with green leather upholstery.

one-owner car in first-class condition; £650.

**1947** Riley 2½-litre saloon, sliding head, leather, overdrive, excellent condition; £1,135. [C4018]

**1949** Riley 2½-litre saloon, sliding head, leather, overdrive, excellent condition; £1,135. [C4018]

**1951** Riley 2½-litre, 1949, 41,000 miles, spotless, light, fog, light, heater, fantastically maintained by two careful owners; £545; terms, exchanges.—Lockharts Service Depot, Chiltern Rd., Dunstable. Tel. 114. [C4018]

**1949** Riley 2½-litre saloon, radio, heater, black, 100mph, excellent condition throughout.—Johnson & Brown, 265-270, High St., Bromley. Ravensbourne 8841-2. [C4018]

**245** gns.—Riley 16 1938 Adelphi saloon, sliding head, leather, overdrive, excellent condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) Tube. Hampstead 6041. [C4018]

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**1951** Riley 2½-litre, 1949



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER (60, 75 and 90)

**N**EWNHAMS, Ltd. Rover 75 saloon, low mileage, condition as new; £1.175.

**N**EWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4946 (9 lines).

**R**USSELL MOTORS offer:-

**1948** (September) Rover 60 sports saloon, black, 80,000 miles, exceptional condition; £495.

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd. 47, Sloane St., S.W.1. Tel. Knightsbridge 9268.

**H**BEART & CO., Ltd., offer:-

**1952** Rover 75 P4 saloon, finished in black with red upholstery, most carefully maintained; £745.

**1950** Rover 75 P4 saloon, fitted radio and heater, one owner, in superb condition throughout; £595.—102 London Rd., and High St., Kingston-on-Thames, Kingston 5348.

**P**HILIP RICKARDS, Ltd., offer:-

**1952** (Jan.) Rover 75 saloon, black, one owner, 40,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3.

**G**ORDON WOODERSON for Rover.

model Rover 90, genuine mileage 3,800; £1.250.

**1948** Rover 60, in very nice condition; £525.—488, Drewsteed Rd., S.W.16. Streatham 8538.

**C**HIPSTEAD MOTORS, Ltd., offer:-

**1954** model 90, black/red, immaculate condition, extras, tyres unmarked; £965.

**C**HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, S.W.8. Tel. Flaxman 0052/725/7154.

**W**ARWICK WRIGHT, Ltd., offer:-

**1954** Rover 90 saloon, dual green, green upholstery, 10,000 miles; £1.095.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel. Mayfair 9761.

**G**UY SALMON AUTOMOBILES offer:-

**1954** (June) Rover 90 saloon, light grey, dark grey top, grey leather, Radiomobile, Arklembillshers, 11,000 miles, one owner, a most remarkable example; £1.080.

**D**UNHAM & HAINES OF LUTON offer:-

**1955** Rover 60 saloon, black/grey, 3,431 miles only; £1.065.

**1954** Rover 90 saloon, duo-grey, one owner; £1.060.

**WE** have a large selection of used Rover 60, 75 and 90 saloons available. Tel. Luton 2100-1 for further information and delivery details of most Rover models. Dunham & Haines, 96 Castle St., Luton Bed., [C1079]

**1955** Rover 90 saloon, 4,000 miles only; £1.285.

**B**RITISH & COLONIAL MOTO'S, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar, 5584.

**1953** series Rover 75, black/tan; £925.—Below.

**1954** series Rover 75, black, with blue upholstery; £1.040.—Below.

**1953** Rover 75, black with green upholstery, Radio mobile Motors, Ltd., Bar, 1144.

**1949** Rover 75 sports saloon, black, radio and heater; £475.

**G**ORDON CARS (LONDON) Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.1. Speedwell 9761.

**1948** (August) Rover 60, in immaculate condition throughout; £495.

**A**RES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211.

**1954** Rover 75, black, in immaculate order, 12,000 miles, one owner; £950.—Box 8402.

**1955** Rover 75 saloon, Radiomobile radio, etc.

**1953** specimen car; 4 months' written guarantee; £240.

**G**REEN & ZONIS, Ltd., 245-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.

**1955** Rover 75, black, unmarked, virtually new, one owner; £1.175.—Box 8402.

**1954** Rover 90 saloon, radio, heater, 10,000 miles, one owner, black/red, as new; £1.070.

**S**ALMONS, Ltd., Temple Bar 3338.

**1953** Rover 75, one owner, black with grey leather, guaranteed; £795.—[C1037]

**1955** Rover 75, finished black, small mileage, complete with all extras.—Grosvenor Motors, 929, Rhyl, N. Wales.

**1954** Rover 75, black, unmarked, virtually new, one owner; £1.175.—Box 8402.

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**1954** Rover 90, radio, heater, 10,000 miles, one owner, black/red; as new; £1.070.

**S**ALMONS, Ltd., Temple Bar 3338.

**1953** Rover 75, one owner, black with grey leather, guaranteed; £795.—[C1037]

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

## PC

**PERFORMANCE CARS**, Ltd., select from their stock of over 250 cars.

**1947** Alfa-Romeo 2,500 sports saloon, blue, £545; 1954 Alfa-Romeo 1,750 s/c Castagna saloon, £155.

**ALLARD**.—See page 33.

**ALVIS**.—See page 35.

**1951** Austin A40 Countryman, green, £425; 1951 Austin A40 pick-up, £225; 1936 Austin 8hp Nippy 2-seater, £145; 1938 Austin 10hp saloon, specimen, £195; 1950 Austin Sheerline saloon, radio, heater, black, £445; 1950 Austin A90 convertible, £395. **BENTLEY**.—See page 38.

**1938** B.S.A. 10hp Scout 2-seater, £125; 1937 B.S.A. 10hp fixed head coupe, £115; 1955 Bucker 90 1.172cc unit, all red, £355; 1949 Citroen light 15 1.1 litre saloon, radio, £75; 1937 Daimler 17hp saloon, specimen, £275; 1928 Hispano-Suiza limousine, one titled owner, all original, £150; 1934 Delage 24-4-seater, drop head coupe, black/grey, £135.

**FIAT**.—See page 40.

**1954** Ford Consul, radio, heater, £595; 1949 Ford Pilot saloon, radio, heater, many extras, £295; 1955 Ford Zephyr 6, one owner, low mileage, £695.

**HEALEY**.—See page 43.

**1949** Humber Super Snipe saloon, £295.

**JAGUAR**.—See page 46.

**LAGONDA**.—See page 46.

**1955** Lotus Mark VIII, 1.096cc Ford unit, aero-dynamic body, £775; 1935 Mercedes-Benz 500K sports saloon by Corsica, £245; 1937 Morgan 4/4 sports 2-seater, £175. **M.G.**.—See page 48.

**1934** Railton 29hp 4-seater tourer, black; £185.

**RENAULT**.—See page 50.

**RILEY**.—See page 50.

**ROLLS-ROYCE**.—See page 51.

**1952** Standard Vanguard saloon, heater, black, £445; 1951 Sunbeam-Talbot Mark II convertible, £525. **IMMEDIATE** h.p. and part exchange; cars and motor cycles taken in part exchange; showrooms open from 9 a.m. to 7 p.m. week-days and Saturdays; 11 a.m.-3.30 p.m. Sundays, and illuminated at night.

**PERFORMANCE CARS**, Ltd., Great West Rd., Brentford, Middlesex, Ealing 8841.

**B. & G. MOTORS** offer:-

**SPECIAL** January sale reductions.

**£100**—Reduced from £115; Singer 9 Le Mans open 4-seater; choice of 2.

**£80**—Reduced from £95; M.G. 12 open 2/4-str.

**£80**—Reduced from £95; Wolseley Hornet Daytona 2/4-str.

**£75**—Reduced from £95; M.G. 12 open 4-seaters; choice 2.

**£69**—Reduced from £85; Singer 9 Bantam open 4-seater.

**£59**—Reduced from £65; Morris Cunard sports 4-seater.

**£55**—Reduced from £79; Austin 7 open road 4-seater.

**£40**—Reduced from £45; Triumph 10 open 2-seater.

**£9**—Reduced from £18 to clear; James autocycle, in excellent running order.

**MANY** others all under £200; easy terms on all the above.—**B. & G. MOTORS**, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578.

**CHIPSTEAD MOTORS**, Ltd., offer:-

**100** mph actual ex-Brian Lewis Le Mans winner, 1.500cc, £295.

**CHIPSTEAD MOTORS**, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

**BOB GLYNN SPORTS CARS** offer:-

**£385**—Duncan-Healey 2½-litre 2-seater sports, 100 mph plus, very pretty and absolutely immaculate.

**£225**—Citroen 12hp f.w.d. roadster, really superb condition throughout, one lady owner, complete f.w.d. and gear box overhaul by main Citroen agents and always maintained by them.

**£175**—Lancia, see page 47.

**£155**—1938 Jaguar 3½-litre D.E.C., very smart and sound, runs beautifully and goes like an XK140.

**£95**—Singer Le Mans coupe, 4-seater, s/roof, lovely crisp engine and bomb-like performance, very smart, 189, Pavilion Rd., Sloane St., S.W.3. Sloane 4687.

**RLOWLAND SMITH'S** for sports cars.

**795**—Austin-Healey 1955 super sports 2-seater, overdrive, radio, heater, loose covers, badge bar, tonneau cover and luggage, 100 miles, £1,000.

**745**—Citroen TR2 1955 super sports 2-seater, heater, telescopic steering, one owner, exceptional.

**695**—M.G. Midget 1955 TF 1500 2-seater, radio, loose covers, top lamp, badge bar, tonneau cover and luggage, 100 miles, £850.

**475**—Jowett Jupiter 1952 super sports 2-seater, leather radio, heater, screen washers, small mileage.

**375**—M.G. Midget 1949 TC 2-seater, luggage.

**365**—Lancia Aprilia 1939 2/4-seater Farina sports convertible, blue and silver, P.V.C. hood, independent suspension.

**325**—Healey late 1948 2½-litre streamlined sports 2-seater, ivory, red leather, etc., exchanged list; open 9-7 week-days and Saturdays.

**Rowland Smith** Hampstead (Hampstead Tube), Hampstead 6041.

**R. J. SEARLE**, Ltd., see under M.G. Citroen.

**Delage & Hotchkiss**.

**R. J. SEARLE**, Ltd., see under M.G. Citroen.

## SPORTS CARS

## MERCURY

**ANNOUNCE** the opening of their new servicing department specialising in M.G. and Morgan. Full serving facilities including complete mechanical overhauls, respraying, upholstering, hooding and rechroming, crashed jobs repaired. Collection can be arranged: reasonable charges.

**MERCURY MOTORS**, Universe House, 825-6, Harrow

**CHEAP**—Aston, £4,000; only £1,000 heater upholstery, £1,300-4 [C3014

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD VANGUARD

**1949** Standard Vanguard saloon, colour grey, fitted with heater, body and mechanical condition very well maintained; £375.

**1953** Standard Vanguard saloon, fitted heater and bodywork excellent; £495.

**FERRARI** OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bty., London, N.W.2. Gladstone 2234; open week-days 8 a.m. to 6 p.m. [C2008]

**1951** (December) Vanguard saloon, dark metallic green, with tan interior, excellent condition; £365. Below.

**1952** (October) Ph I saloon, grey with grey interior, heater, one owner since new—Robbins, Elstree Putney, Tel. 7881.

**1951** Vanguard, heater, radio, cream blue, immaculate, guaranteed; £395—Campbell Symonds, Perivale 4456. [C1037/1]

**1954** Vanguard saloon, 9,000 miles only, immaculate, guaranteed; £550—payments—Vauvanian, 17, Astwood Rd., West Bromwich, 1536. [C2016]

**1952** (late) Vanguard, low mileage, grey, heater, one owner, complete history available; £465. Tel. Bexleyheath 5503.

**1955** Vanguard Phase II saloon, negligible mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721.

**1949** Standard Vanguard saloon, brown, heater, one owner, 21,000 miles; £350—L. F. Dove, Addiscombe Rd., Croydon. Addiscombe 3666. [C1176]

**1955** Vanguard saloon, every extra, 3,000 miles, cost £1,000 new; £765—Mansfield Autos, Ilford St., London, W.1. Euston 2557. [C3000]

**1952** Vanguard saloon, one owner, black, leather, heater, carefully used, in exceptional condition; £425—Rowthorpe Garage, Swiss Cottage, N.W.3. Primrose 1127. [C2026]

**1951** Vanguard saloon, black, heater, excellent condition; £385; exchanges, terms—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 5993.

**1954** Vanguard saloon, one careful owner overdrive, radio, heater, dual colour, black with beige, whitewall tyres; £685—L. F. Dove, Ltd., 69, Broadway, Wimbledon S.W.19. Liberty 3456. [C1617]

**1952** (May) Ph I saloon, 18,000 miles, heater, one owner, immaculate, in black; £455. Terms—exchanges—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424.

**295** Standard Vanguard 1950 station wagon

fold-flush rear seating, sliding window, rear entrance, good condition, terms, exchanges—Rowland Smith, below.

**445** Standard Vanguard, December, 1952, saloon, leather, heater, one owner, excellent condition; terms, exchanges—Rowland Smith, Tel. 4455.

**325** Standard Vanguard, 1949, saloon, genuine 9,000 miles, grey, Vynide, very good condition; terms, exchanges; list open 9-7 week-days and Saturday—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**14000** miles only, 1952 Standard Vanguard, saloon, grey, red upholstery; £495; terms and exchanges—D. F. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8998.

**1955** (model) Vanguard Phase II saloon (delivered 1954) 54 bhp, with red upholstery, fitted heater, one owner car supplied by K. J. Motors in excellent condition; £595—K. J. Motors, Ltd., Bromley, Ray 3456.

**1954** Standard Vanguard Ph. II saloon, in black, red leather upholstery, electric overdrive, heater, exterior visor and many other extras, one owner and in first class condition; £550—Hillwood Motors, Mill Hill (London) 4232.

**£465** Standard Vanguard, 1950, special duo colour finish, full length screen visor, exceptional appearance and mechanicality—many others—Motors, Clarence Rd., Holland Park, London, W.11. Park 5666-7. (50 yds Holland Park Tube). [C1617]

## Standard Vanguard Cars Wanted

**R**OWLAND SMITH'S, the car buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube) 2010/R. [C1018/R]

**WANTED** Vanguard diesel with overdrive; state price—Box 8397. [C367]

**A**LMOST new Standard Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

**£465** Standard Vanguard, 1950, special duo colour finish, full length screen visor, exceptional appearance and mechanicality—many others—Motors, Clarence Rd., Holland Park, London, W.11. Park 5666-7. (50 yds Holland Park Tube). [C1617]

## Standard Miscellaneous Cars Wanted

**R**OWLAND SMITH'S, the car buyers.—Highest cash prices for Standard—Hampstead (Tube) 2010/R. [C1018/R]

**M**ARSTON MOTOR Co., Ltd., for your Standard, Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [C1018/R]

**CASH** immediately for good Standard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003]

**Standard Spares and Services**

**L**ARGE stocks of Standard spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. [C1031/R]

**D**ISMANTLING for spares nearly all models 1932-1952—Wards Motor Stores, Wallasey, Tel. 6151. [C1031/R]

**S**TANDARD spares for all models: largest stockists—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3323). [C0559/R]

**S**TANDARD spares, all models from 1935 (replacing units from 1938): complete overhauls, body repairs, reconditioning—Puttocks, Ltd. (W.S. Surrey distributor), 400, Terrace Guildford 5591. [C2025/R]

**L**ANKERBEN ENG. Co., Ltd. (distributors in Surrey since 1911)—Full range of spares, phone 3874 or call: orders despatched immediately.—39-43, Eder St., Kingston, Kin. 3151-6. [C0396/R]

**M**ARGATE, Kent.—Service and spares for all M models—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [C0550/R]

**H**ALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares or immediate delivery and to repair—Standard exchange entries from 1959 onwards—guaranteed three months: Girling and Bendix stockists—314, Regents Park Rd., Church End, Finchley Finchley 5308-9. [C1002/R]

## STUDEBAKER

Studebaker, heater, perfect condition.

**1952** SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C1016]

**1952** heater, 20,000 miles—Below road, radio and heater, overdrive, two-tone colour: £725—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4836. [C1028]

**1955** Studebaker President Six-door sedan, finished in a most attractive shade of dove grey, with pale green upholstery, fitted with American push-button radio, heater, etc. first registered April, 1955, 8,260 miles only; four months' guarantee; £1,795.

**H**ENLYS, The Square, Bournemouth. Tel. Bournemouth 6314. [C986]

## Studebaker Cars Wanted

**S**IMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers, Wembley 8691/3903. [C1015/R]

**S**TUDEBAKER Champion, essential low mileage: urgent—H. Steinmann, 91, Old Rd., Oxford, Tel. 6568. [C1016]

**1955** Studebaker President Six-door sedan, finished in a most attractive shade of dove grey, with pale green upholstery, fitted with American push-button radio, heater, etc. first registered April, 1955, 8,260 miles only; four months' guarantee; £1,795.

**H**ENLYS, The Square, Bournemouth. Tel. Bournemouth 6314. [C986]

## Studebaker Spares and Service

**S**PARES and repairs for all models, special service on all Champion models.—Alliance Auto Co. 50, Parsons Mead West Croydon, Surrey. Croydon 1866. [C1073/R]

## SUNBEAM

**T**OM GARNER, Ltd., offer:—

**1956** series Sunbeam Mark III saloon, blue, grey, heater, overdrive, 2,000 miles only; £1,245.

**T**OM GARNER, Ltd., 10-12 Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

## WARWICK WRIGHT, Ltd., offer:—

**1954** (November) Sunbeam Mark III convertible coupe, overdrive, black, red upholstery, heater, 17,000 miles; £1,095.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C10405]

**1955** Sunbeam Mark III saloon, genuine 11,000 miles; £1,065. [C10406]

**R**IPOCO, Ltd., (Wards purchased), 16, Hyde Park Rd., Mayfair, London, W.1. Hyde Park 2852-5-4. [C3052]

## SUNBEAM ALPINE

**G**EORGE HARTWELL, Ltd.

**1954** Alpine, alpine mist with red, radio, heater, a very fast, simple little car, cost only 12,000 miles—Cartwright Hamilton Cars, 225, Kensington High St., W.14. Western 0207. [C1017]

**1954** (June) Alpine, 9,000 miles, one owner, as new; £795—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C1061]

**R**OOS & YOUNG, Ltd., offer:—1954 Sunbeam Alpine 1.3 litre, fitted H.M.V. radio, twin spindrift Alpine Whitewall, silver, black, skin loose top, ivory counter, special horn, an immaculate low-mileage, one-owner car, ivory; £765—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

## SUNBEAM-TALBOT

**D**ICKS, Sunbeam-Talbot 90 saloon, unrepeatable at £575.

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

**W**M, Sunbeam-Talbot 90, 45,000 miles, blue, heater, good condition: £545—John Trigg, Ltd., Esher 2255. [C1046]

**1950** teed; £420—Oldfield, 386, Kensington High St., W.14. We 6631. [C3029]

**£545**!!—1951 Sunbeam-Talbot 90 saloon, black, beige interior, heater, immaculate condition throughout—G. Hall, 302, King St., Hamersmith, W.6. Riverside 2881. [C3037]

**1952** Sunbeam-Talbot 90, 45,000 miles, blue, heater, good condition: £545—John Trigg, Ltd., Esher 2255. [C1046]

**1950** teed; £420—Oldfield, 386, Kensington High St., W.14. We 6631. [C3029]

**1951** (October) Sunbeam-Talbot 90 drop head coupe, one owner, fitted heater, taxed, 16,000 miles only; £575—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

**1952** (February) Sunbeam-Talbot Mk. 2 saloon, black, red leather, radio, heater, overriders, screen washers, all good tyres, one owner, in really condition; £645.

**A**LTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70, evenings and week-ends. Littlewick Green 3076. [C1107]

**1951** Sunbeam-Talbot Mk. II saloon, one owner, radio, heater, excellent throughout: £485; terms, exchanges—Richards & Carr, Ltd., 35, Kinneron St., S.W.1. Sloane 5424. [C3045]

**295** Sunbeam-Talbot 10 1940 model sports saloon, silver head, leather, excellent condition: terms, exchanges, list open 7 days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1950** Sunbeam-Talbot 90 sports saloon, black, recon. engine, guaranteed: £425—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 7904 and 5626. [C3056]

**£575**!!—1952 Sunbeam-Talbot 90 Mark II saloon, superb, unmarked, interior like brand new; this vehicle literally looks and runs as though it's only done 8,000 miles, drive it, test it, you will buy it; choice 6 other Sunbeams in this class.

**L**AMBS LTD. OF WOOD GREEN (Est. 1957), 100 guaranteed, teed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2025]

## SUNBEAM-TALBOT

**C**OMPTON & FULLER, Ltd., offer:—

**1952** series Sunbeam-Talbot 90 convertible, one owner, heater, superb, £550—Odeon Parade, Elmers End, Seckenham, Beck 5570. [C1110]

**P**ETER BANTOCK CAR SALES, offer:—

**1951** Sunbeam-Talbot 90 sports saloon, fitted radio, heater, overdrive, a beautiful example of this model: £525—104, High Rd., Chiswick 2725/5870. [C1014]

**H**ENDON CENTRAL GARAGE, Ltd., offer:—

**1951** Sunbeam-Talbot 90 saloon, fitted radio, heater, windscreen washers, parking light, wing mirrors, overriders, whitewall tyres exceeding good condition £575.

**1949**—1959 Sunbeam-Talbot 80 saloon, one owner, unmarked, suede green throughout.

**H**AVERTON GARAGE, 50, Haverton Hill, N.W.3. Gunther 2222. [C1015]

**A** & WELYN 481-2-3, offer:—

**1950** 51 Sunbeam-Talbot Mark II saloon, finished throughout; £465; maximum h.p. terms available. [C1001]

**S**IMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

**1950** Sunbeam-Talbot 90; £465—355, High Rd., Wembley, Middx. Tel. Wembley 4422.

**G**EORGE HARTWELL, Ltd., Sunbeam-Talbot specialists, offer the following selection of specimen guaranteed used cars:

**S**UNBEAM-TALBOT Mark III saloon, fitted overdrive, Alpine, mist/red, heater, laminated and shaped windscreen, sunroof, front and rear screen washers, 10,000 miles, full history available: £1,075.

**S**UNBEAM-TALBOT 90 Mark II saloon, 1954 (April), gunmetal/red, fitted heater, radio, screen washers, fog and driving lamps, 5,000 miles only, quite unusual. [C1015]

**S**UNBEAM-TALBOT 90 Mark IIa convertible, 1954 (Aug.), gunmetal/red, fitted heater, fog and driving lamps, specially tuned engine, nominal mileage 1954.

**S**UNBEAM-TALBOT 90 Mark II saloon, 1952 series, special dunlop finish, sunburst-golden beige, fitted heater, as new condition, one lady owner, low mileage: £695; part exchange; hire purchase—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079]

**1951** Sunbeam-Talbot 90 saloon, in immaculate condition, black, beige leather, one owner. [C2037]

**1952** Sunbeam-Talbot 90, 45,000 miles, blue, heater, good condition: £545—John Trigg, Ltd., Esher 2255. [C1046]

**1950** teed; £420—Oldfield, 386, Kensington High St., W.14. We 6631. [C3029]

**1951** (September) Sunbeam-Talbot 90, black, beige interior, heater, immaculate condition throughout—G. Hall, 302, King St., Hamersmith, W.6. Riverside 2881. [C3037]

**£495**—Sunbeam-Talbot 1951, Mark II 90 saloon, 34,000, immaculate and equal new, cost £1,300; accept £495 for quick sale—Hampstead 7871. [C1046]

**1951** (October) Sunbeam-Talbot 90 drop head coupe, one owner, fitted heater, taxed, 16,000 miles only; £575—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

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**£575**!!—1952 Sunbeam-Talbot 90 Mark II saloon, superb, unmarked, interior like brand new; this vehicle literally looks and runs as though it's only done 8,000 miles, drive it, test it, you will buy it; choice 6 other Sunbeams in this class.

**L**AMBS LTD. OF WOOD GREEN (Est. 1957), 100 guaranteed, teed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2025]

**S**unbeam-Talbot Cars Wanted

**R**OOTES, Distributors.

**R**EQUIRE modern low-mileage Sunbeam-Talbot cars

**B**IRMINGHAM.—Lower Temple St. (Central 8411).

**M**ANCHESTER.—129, Deansgate (Blackfriars 6677).

**M**HAIDSTONE.—(Maidstone 5533).

**C**ANTERBURY.—(Canterbury 3232).

**C**ROCESTER.—(Chatham 2231).

**W**ROTHAM Heath.—(Borough Green 4.)

**R**OOTES, Ltd., Devonshire House, Piccadilly W.L. Tel. Grosvenor 3401. [C1011/R]

**R**OWLAND SMITH'S, the car buyers.—Highest cash prices for Sunbeam-Talbot—Hampstead (Tube) N.W.3. Ham 4041. [C1018/R]

**1947**—48 Sunbeam-Talbot saloon, preferably 10, required late January, top condition essential.

Box 6434. [C1046]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Sunbeam-Talbot Cars Wanted

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots—  
55, Kinerton St., S.W.1. Sloane 5424. [W3045]  
ALMOST new Sunbeam-Talbot required immediately.  
A—54, Streatham Hill, S.W.2. Tulse Hill 112016.

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. 0344-2222. [W3001]

WANTED privately, 1953 Sunbeam-Talbot all round condition, low mileage and immaculate all round, essential, can view London.—Box 8507. [1973]

URGENTLY required, 1949-55 Sunbeam-Talbot saloons. Gibsons Sports Car (Christchurch), Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [8796]

## SWALLOW DORETTI

SWALLOW DORETTI sports, cream/black upholstery, fitted heater, unregistered showroom model, manufacturers guarantee, well below list; exchanges, h.p.—Ashlands Garage, Stoke-on-Trent. Tel. 44584. [5982]

## TALBOT

1935 Talbot 1B sports saloon, exceptional condition; £110.—Wanstead 3704. [19601]

## Talbot Spares and Service

JOHN BLAND LTD. for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612. [W3096-R]

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 10665. R [0132]

## TRIUMPH

CARRS AUTOS offer:—  
1951 Triumph Renown saloon, a really first-class car, finished in black with brown leather fitted overdrive and heater; £565.—Standard House, Southend, Croydon, Surrey. Croydon 0266-6088. [C1102]

ELM AUTOSALES offer:—  
1953 (July) Triumph Mayflower immaculate in grey and black, beige interior, heater, 3,000 miles, recon. engine, perfect car; £465.—Elm Autosales, 68, Bartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

B. J. HUNTER, Ltd., offer:—  
TR2 1954 (Oct.) sports 2-seater, beautifully maintained, country car; £695.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

H. BEART & Co., Ltd., offer:—  
1953 Mayflower saloon, finished in black with red upholstery, one owner; £445.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

GLANFIELD LAWRENCE offer:—  
1953 Mayflower, immaculate throughout, grey, one fastidious lady owner; offered at £525.—High Rd., N.J. Finchley 0091. [C2053]

CHARLES FOLLET, Ltd., offer:—  
1951 (Oct.) Triumph Renown, a very well-kept sal. dark green, beige hide, heater, speedo reading 17,000 miles, one owner; 3 mths. guarantee; h.p. and part exchange facilities; £575.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsley Ward, off Elgin Ave., W.9. Cunningham 5936. [C2010]

COACHCRAFT offer the best value.

£395 (reg. Nov. 19, 1952) Mayflower saloon de luxe, one owner, heater, black with beige upholstery, very good condition, original low miles, coachwork and interior rust free and in very superior condition, A.A. or R.A.C. inspection invited, 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

CHIPSTEAD MOTORS, Ltd., offer:—  
1948 Triumph 1800 Roadster, bronze/red, in outstanding condition, new hood, engine just rehored, etc.; £385.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fulman 002/7253/7154. [C1046/1]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—  
1953 Triumph Mayflower, first-class condition throughout, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [C4009]

TRIUMPH Roadster 1950, 1946-7, excellent condition; £295.—Uplands 4810. [C1041]

£495!!—1951 Triumph Renown de luxe saloon, beautiful condition, choice 2, Belgrave 1949.

£485!!—1953 Triumph Mayflower saloon, only one owner, small mileage, outstanding condition.

L AMES OF WOOD GREEN, Established 1897, 100 guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley (East Finchley) Undergroun.

Finchley 6222. [C2052]

1953 Triumph Mayflower saloon, heater, almost unmarked, guaranteed; £495.

1951 Triumph Renown saloon, overdrive, radio, heater, unmarked throughout; £495; guaranteed.—G. W. Wilkin, Ltd., Lion Gate, Hampstead Court, Middx. Tel. 6102. [C4063]

CASTLE STREET MOTORS, Ltd.—£365; 1950 Triumph Renown saloon, excellent condition; £19. Castle St., Brighton 24796. [9652]

£95.—1957 Triumph Gloria 10.8 drop head coupe, terms—Autospare, 5, Balham High Rd., Balham 1509. [C1009]

1954 Triumph TR2, wire wheels, heater, radio, overdrive, 12,000 miles; £700.—F. Gass, 60, Corn St., Witney, Oxon. [5958]

1952 Triumph Mayflower, black red, heater, radio, 27,500 miles; £495.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

1953 Triumph Mayflower saloon, grey, excellent; £420; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3594. [5980]

1956 Triumph Gloria 16hp saloon, Climax engine, good condition, two owners only; £195.—Lisley, 188, Bellindon Rd., Chesham, Bucks. [5488]

## The Autocar

## TRIUMPH

!!! 1953 Mayflower, one owner, low mileage, genuinely without blemish; h.p. arranged; £450.—Bruce France, 6, Queens Elm Square, Chelsea. Fla. 0513. [C2096]

1953 Mayflower black, loose covers, low miles, £395.—S. Bowen & Son, Hillside Garage, Edware. Tel. Edware 4464. [C1023]

ARCHIE SIMONS & Co., Ltd.—1953 Triumph Mayflower saloon, grey/grey, one owner, immaculate; £495. 25, Portland St., W.1. Tel. 1320. [C1013]

1953 one careful user, guaranteed; £495.—Campbell Symonds Wembley 6262. [C1037]

AZ MOTORS offer 1950 Renown, really perfect, any examination; £395!!!—Palmerston Rd., N.1. Mai 4723. [C1010]

1950 Triumph Renown saloon, heater, 44,000 miles; £395.—Vanderells, 215, Paverstock Hill, N.W.3. Primrose 4441. [C4067]

1951 Triumph Renown, black, exceptional condition; £395.—Steel Griffiths, London, S.E.5. Rodney 2201. Hounslow 4606. Brixton 1968. [C1017]

745cc. Triumph 1952 1955 super sports 2-door, £750; heater, telescopic steering, one owner, exceptional, tax'd terms, exchanges—Rowland Smith, below. [C1018]

1953 model Mayflower, one owner, heater, outstanding example; £465; terms, exchanges.—Richards, 35, Kinerton St., S.W.1. Sloane 5424. [C3045]

£398—Triumph 1800 1948 razor-edge saloon, one owner; many others.—Benmottors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. [C1019]

1950 Triumph Renown, black, £395.—Steel Griffiths, London, S.E.5. Rodney 2201. Hounslow 4606. Brixton 1968. [C1017]

1951 Triumph Mayflower, dual colour, recent overhaul, one owner; £375.—Steel Griffiths, London, S.E.5. Rodney 2201. Hounslow 4606. Brixton 1968. [C1018]

1951 (Oct., 1951) Triumph Renown saloon, black, beige interior, two owners, 28,000 miles only, magnificent; £495.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C1019]

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL 10

**£189** — 1939/9 Vauxhall 10 de luxe, excellent condition, G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. — Vauxhall 10, 1947, 4-dr. saloon, recon. many others. Benmotoors, 1, Caledon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube.) [C1017]

## VAUXHALL 11

GUY SALMON AUTOMOBILES offer:—

**1946** Vauxhall 14 saloon, J type, recently resculpted, lost in a fire, and engine reconditioned, a scrupulous maintenance, £295. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— Vauxhall 14 DX model, £95; 1946 Vauxhall 1937 14 J type, £285—355, High Rd., Wembley, Middx. Tel. Wembley 4422.

**1947** Vauxhall 14 J saloon (2); £225 each. Church St., Luton 4212. [19675]

**1939** Vauxhall J, black, recently been thoroughly reconditioned including suspension, £175. L. OSGOOD'S GARAGE, Ltd., Royston, Herts. Tel. 2281-2.

**1947** Vauxhall 14ph black, excellent condition; £280—2 Endon Avenue, Bollington, Nr. Macclesfield, Cheshire. [19597]

**1946** Vauxhall 14 saloon, one owner, heater, screenwashers, many extras, 26,000 miles; £325. 92, Pitreigh Rd., Southgate, S.W.18. Putney 5530-5.

**1948** new, resprayed, any trial; £315.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071]

## VAUXHALL WYVERN

DICKS.

**1952** Vauxhall E series saloon, highly economical; £525. [C525]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

SLOCOMBES, Ltd.

**1954** Vauxhall Wyvern, green, one owner, fine order, fitted heater; £625; unique guarantee; terms, part exchanges, car or motor cycles—£35-52. Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017]

B. J. HUNTER, Ltd., offer:—

**1954** Vauxhall Wyvern saloon, superlative condition; £559. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

WARWICK WRIGHT, Ltd., offer:—

**1954** Vauxhall Wyvern saloon, green/green upholstery, heater, 14,000 miles; £625. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 3761. [C4045]

BRADSTOCK MOTORS Ltd., offer:—

**1954** series Vauxhall Wyvern, grey, radio, heater, one owner, excellent condition; £515.—Chase Rd., Epsom 5696-7. [C1090]

GUY SALMON AUTOMOBILES offer:—

**1951** Vauxhall Wyvern saloon, one owner, excellent condition; £399.—Portsmouth Rd., 19813. [C4001]

CARTWRIGHT HAMILTON CARS offer:—

**1953** Wyvern, an excellent example in grey with whitewall tyres, recommended; £485—282, Kensington High St., W.14. Western 0207. [19813]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

**1952** Vauxhall Wyvern, heater, one owner; £450—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1954** Vauxhall Wyvern, green, heater, extras, taxed; £575.—High Wycombe 3160. [19630]

**1953** Vauxhall Wyvern, heater, immaculate, bar. £515. SCOTT CARS, 541-547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016]

VAUXHALL Wyvern, .55, small mileage; £665.—W. & L. of Glasgow, City 7701.

PRIDE & CLARKE, Ltd.—1954 Vauxhall Wyvern saloon, heater; £549—237, Brixton Hill, S.W.2. Tel. 3664/5.

**1953** Wyvern, radio, heater and many extras, completely overhauled and guaranteed; £550.—Campbell Symonds Perville 4456. [C1037]

Vauxhall Wyvern, heater, etc., genuine bar. gain; £539. G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]

**£425** !!—1950 Vauxhall Wyvern de luxe saloon, only one owner, has maintained this perfectly, bodywork like brand new, heater, sun visor, chrome bumpers, chrome airtabs 1951 in mint condition. LAMBS OF WOOD GREEN (Established 1897)—100, L. guaranteed cars, exchanges; hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052]

**1952** Vauxhall Wyvern, one owner, low mileage; £475; hire purchase and part exchange welcome. Herteren & Mills, Church Rd., Ashford, Kent. Tel. 2960. [C2053]

**1951** late Vauxhall Wyvern 4-door saloon, poly-chromatic grey, hide interior, heater, one careful owner, beautiful condition; £395; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027]

**£595** gns.—Vauxhall Wyvern 1954 saloon, metallized chrome green, heater, exceptional; terms exchanges; list open 9-7 week-days and Saturdays.—Rowlinson Smith, Hampstead (Hampstead Tube), 19018, street 6041. [C4018]

**1953** Vauxhall Wyvern, grey with red interior, heater, windscreen washers, link mats, one owner, beautiful condition throughout; £515.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

## Vauxhall Wyvern Cars Wanted

A LMOST new Vauxhall Wyvern required immediately. A—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

## VAUXHALL 17

**1932** Vauxhall 17/2 Cadet sal., good running order; £35.—Hove 31026. [19668]

## VAUXHALL VELOX

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whistone, N.20. Tel. Hillside 6621, offers:—

**1954** Vauxhall Velox, black with brown upholstery, heater, windscreen washer, very nice condition; £665. [C295]

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whistone, N.20. Tel. Hillside 6621. [C3042]

**H. C. PAUL, Ltd.**

**1953** Vauxhall Velox, black, one owner, heater, excellent condition; £495—52. Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

**SLOCOMBES, Ltd.**

**1953** Vauxhall Velox, black, fitted heater, splendid condition throughout; £555; unique guarantee; terms, part exchanges, cars or motor cycles—36-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017]

**1954** Vauxhall Velox, grey, red upholstery, heater, etc.; 11,000 miles only; £665. ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 545. [C1094]

**1954** Vauxhall Velox, black, with red interior, heater, etc.; £685. [C4054]

**W. H. BROWN, Ltd.**

**1955** Vauxhall Velox, £385, 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 & 5774. [C4054]

**1955** Morroco red Velox, heater, 9,000 miles, as new; £685. [C4054]

**1955** Vauxhall Velox, radio, 1,700 miles only, new condition; £745. TAYLOR & CRAWLEY, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213. [C4031]

**1955** Vauxhall Velox, £385, 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 & 5774. [C4054]

**1955** Vauxhall Velox, £385, quick sale—Farquharson, Elgar 4080. [C4054]

**1955** VELOX 1953, Undersole, heater, etc., new battery, tyres, one owner, perfect condition.—119, Westgate, N.14. Tel. 1715. [C4054]

**1955** Vauxhall Velox saloon, finished in grey; £695. UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4054]

**1954** model Velox, one owner, heater; £555—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

**1954** Vauxhall Velox saloon, one owner, supplied by us, 15,000 miles only; 3 months' guarantee; £585. [C4045]

**1954** Vauxhall Velox saloon, one owner, supplied by us, 15,000 miles only; 3 months' guarantee; £585. [C4045]

**C. & W. MOTORS**, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

**1952** Vauxhall Velox, immaculate; £465.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6128. [C2068]

**1956** Vauxhall Velox saloon, works mileage: £555—changes, etc.—Autowork, Ltd., Ex-Winchester, Tel. 4965. [C1010]

**1949** Vauxhall Velox, dark blue, one owner; £225 o.n.o.—Metcalfe of Leyburn, 11, Market Place, Leyburn, Yorks. Tel. Leyburn 2142. [C396]

**1955** model Vauxhall Velox, light blue, exceptional condition, one owner; £625.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [C4072]

**1951** Velox saloon, in superb condition; £395.—G. W. Wilkin, Ltd., 104, Lonsdale, Hampton Court, Middlesex. [C4053]

**£545** !!—1953 Vauxhall Velox de luxe saloon, one owner, 22,000 miles, looks and runs like 10,000, absolutely specimen condition. [C4053]

**LAMBS OF WOOD GREEN** (Established 1897).—100 guaranteed cars; exchanges, hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2024]

**PRIDE & CLARKE**, Ltd.—1954 Vauxhall Velox saloon, radio, heater; £559; 1955, heater, sun visor; £529; 1951, radio; £369.—Stockwell Rd., S.W.9. Brixton 2251. [C3068]

**£415** !!—1951 Vauxhall Velox saloon, literally as brand new; 3 days' free trial to responsible owner.—Most evenings, week-ends, Guildford 4882. [C1063]

**1954** Vauxhall Velox, black with red interior, heater, screencleaner, lighter, wing mirrors, immaculate condition.—Luton 1042, evening. [C1063]

**1955** Vauxhall Velox, black, heater, low mileage, one owner, new condition; £695.—Steele Griffiths, London, S.E.5. Rodney 2201. Hounslow 4606. [C1063]

**1949** Vauxhall Velox green brown leather, radio heater, one owner, excellent condition; £380.—Magdalen Motors, 311, Trinity Rd., Wandsworth Common, S.W.18. Tel. Battersea 5575 and 7829. [C5005]

**1955** Vauxhall 17/2 saloon, black, red interior, one owner, 4,000 miles, superb example; £724. [C1063]

**1954** Vauxhall 17/2 saloon, metallic grey, 12,000 miles, heater, one owner, excellent condition; £660. owner gone abroad.—Ossiet, Meads, Wilton Cres., Bexleyheath, Kent. [C1063]

**CASS'S MOTOR MART**, 1952-3 Vauxhall Velox saloon, fawn, heater, carefully used by one owner; £465; taxed to Dec. 1956; written guarantee.—5, Warren St., W.1. Euston 4196. [C1040]

**VELOX** 1951 (July).—Carefully driven and maintained by engineer owner, 11,000 miles, heater, seat covers, screenwash, unmarked; £600; terms exchanges.—10, Winchester Mews, N.W.3. Tel. 6159. [C1018]

## Vauxhall Velox Cars Wanted

A LMOST new Vauxhall Velox required immediately. A—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C3016]

## VAUXHALL CRESTA

**H. C. PAUL, Ltd.**

**1954** (Nov.) Vauxhall Cresta, 11,000 miles, one W.I. Mayfair 0821-2. [C3040]

**WESSEX MOTORS**, New St., Salisbury.

**1955** (March) Vauxhall Cresta saloon, fitted with radio, heater, screen washers, twin spot lights and whitewall tyres, in superb order throughout. TEL. Mr. Hill at Salisbury 3275. Wessex Motors, New St., Salisbury.

**1955** (March) Vauxhall Cresta, 3,000 miles, blue/cream.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4642. [C3016]

**PRIDE & CLARKE**, Ltd.—1955 model Vauxhall Cresta saloon, 9,000 miles, heater; £739.—Stockwell Rd., S.W.9. Brixton 2251. [C3068]

**1955** model Cresta, grey and white, unblemished, one owner, radio, guaranteed; £750.—Campbell Symonds, Wembley 6282. [C3037/1]

**1955** Vauxhall Cresta, 9,000 miles, one owner, radio, screenwash, 2 spotlights, heater; £750.—Rhodes, 150, Westley Rd., Accrington, Lancashire. Tel. Accrington 2246. [C19770]

**1955** model Vauxhall Cresta, 2-tone cream and blue, with interior to match, low mileage, one owner, new, taxed; £795.—Lisles Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7552. [C3097]

## VAUXHALL MISCELLANEOUS

**S**HAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout. SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

**HAMILTON MOTORS (LONDON)**, Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall Main Dealers.

**1955** Vauxhall Cresta, black, brown interior, condition perfect; £825. [C3025]

**1950** Vauxhall Velox, black, brown interior, condition excellent; £665. [C3025]

**A**LWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032]

**GRAHAM BROTHERS** "Autorama" for "quality tested" used Vauxhall cars; your key to real used car value. Look for the Autorama at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Streatham (Trafford 3511). [0235/R]

**Vauxhall Miscellaneous Cars Wanted**

**R**OWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 3041. [W4018/R]

**S**HAW & KILBURN, Vauxhall main dealers.

**WILL** purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

**G.N.**, Ltd. (Vauxhall main dealers).

**H**AVE you a post-war Vauxhall for sale? Contact G.N., Ltd., 278, Balham High Rd., S.W.17. Tel. Balham 1033. [0201/R]

**VAUXHALL** cars, post-war models, urgently required.—Goli's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R]

**URGENTLY** required, post- and pre-war Vauxhalls: cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W4032/R]

**Vauxhall Spares and Service**

**C & G**ROYDON AUTOMOBILE COMPANY, Ltd.

**V**auxhalls—Reconditioned units available from stock for DX, DY, HT, J, JOV, Vauxhall, PCL models; gear boxes, suspension units, steering, gears, differentials, rear axle assy., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

**DISMALING** for spares nearly all models. 1952-1944—Wards Motor Stores, Wallasey. Tel. 4151. [0154/R]

**V**AUXHALLS—Reconditioned units available from stock for DX, DY, HT, J, JOV, Vauxhall, PCL models; gear boxes, suspension units, steering, gears, differentials, rear axle assy., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

**TRIONIAN**, Aerodrome Rd., London, N.W.4. Hendon 7605-6. [01964/R]

**VETERAN CARS**

**WELHAMS**, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 Veterans. [C4070]

**VINTAGE CARS**

**P**ERFORMANCE CARS, Ltd., specialists in vintage cars; Bentley and Rolls-Royce cars always available.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

**PEDIGREE CARS** offer:—

**VOLKSWAGEN** 1953 special sun roof, radio, outstanding condition; £525.

**WE** accept English cars in exchange.—340, Euston Rd., N.W.1. Euston 7889. [C3095]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## VOLKSWAGEN

**C**OLBORNE GARAGE, Ltd., Ripley, Surrey.  
THE VOLKSWAGEN CENTRE.

**1955** (July) Strato Silver de luxe, small mileage; £645.  
**1954** (Sept.) light beige de luxe, immaculate condition; £565.

**1947** black Standard, very good value; £225.

**1947** green Standard, loose covers; £295.

**1947** grey Standa a. excellent order throughout; £325.

**1955** pick-up, 15cwt (unregistered demonstrator); £100.

**1956** Polar Silver, available shortly, small mileage; £715.

THE original U.S. specialists and leading distributors insist on our genuine spares and specialized service. coachbuilding, cellulosing; new, used and reconditioned cars.—Tel. Ripley 2361. [0373 R]

**RICHARDS & CARR, Ltd.**, are always best value

**1955** de luxe saloon, 8,300 miles, black, virtually new condition; £615.

**1954** (July) roll top saloon, radio, screenwashers, one owner, black, virtually new condition; £615. [0345]

**1955** Kinnerton St., S.W.1. Sloane 5424. [0345]

**5967**

BRADSTOCK MOTORS, Ltd., the V.W. agents, offer:

**1955** de luxe saloon, one owner, 6,000 miles only; £615.

**1955** de luxe saloon, ultra maroon, one owner, covers, Underseal, many other extras, 9,000 miles only; £625.

**1954** de luxe saloon, ultra maroon, many extras, 15,000 miles, excellent; £555.

**1955** standard saloon, grey, one owner, 7,000 miles only, perfect; £515.—Chase Rd., Epsom [0190]

**5967**

**ALAND & Tabor, Ltd.**, Welwyn By-Pass, Herts. Tel. 481-235, offer:

**1955** (July) Volkswagen de luxe saloon, finished black, one owner, 3,000 miles only, as new throughout; £675; maximum h.p. terms available. [0100]

FOR Sale. 1954 Volkswagen de luxe, good mechanical condition, clear car; price £525.

**WHITE, G. & CO., Ltd.**, Borough Rd., Darlington, Tel. 5367-8. [0450]

**VOLKSWAGEN** de luxe, 1953 (Oct.), almost as new throughout; £515.—Uplands 4812. [0101]

**V & F MONACO MOTORS**, Volkswagen specialists, offer you their unique experience obtained in 5 years of servicing and repair of Volkswagen cars.

**MONACO MOTORS**.—1955 de luxe, sun roof saloon, 11,500 miles, beige, immaculate; £685.

**V & F MONACO MOTORS**.—1954 de luxe saloon, 23,000 miles, bronze, good condition throughout; £585.

**V & F MONACO MOTORS**.—1954 standard saloon, spotless; £475.

**V & F MONACO MOTORS**.—1951 de luxe saloon, one owner, green; £435.

**V & F MONACO MOTORS**.—1947 standard saloon, choice of 2; £265.

**V & F MONACO MOTORS**, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). [0414]. [0642 R]

1955 Volkswagen de luxe saloon, one owner, like new throughout; £625, exchanges, deferred terms.

**JOHN S. TRUSCOTT, Ltd.**, 173, Westbourne Grove, W.11. Baywater 4274. [0435]

**1954** (November) de luxe saloon, 10,600 miles, one owner; £625. Gossett, Meads, Wilton Cres., Beaconsfield (Tel. 306). [0775]

**PERFORMANCE CARS**, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [0304]

**VW** sports cars, new second-hand, or you can have your own converted; cruise at 80mph, while doing 35 mph; only suppliers.—West Essex Engineering Co. Ltd., Abingdon, Thetford 2077. [0304 R]

**£665**—Volkswagen de luxe saloon, 1955, looks as new.

Aero wheels, disc brakes, fog lamps, many other extras, many others.—Bennettors, 1, Clarence Rd., Holland Park, London, W.11. Park 5068-7. [0505 R]

**E**llington Motors. 1954 Volkswagen Microbus 9-passenger utility, 2 colours, brown/fawn, beige interior, 10,000 miles, wonderful, immaculate condition.—G. S. Hall, Ltd., 302, King St., Hammermith, W.6. Riverside 2881. [0699]

## Volkswagen Cars Wanted

**RICHARDS & CARR, Ltd.**, buy Volkswagen.—35 Kinnerton St., S.W.1. Sloane 5424. [0345]

THE Volkswagen Centre require good Volkswagen cars.

T all years and models.

**COLBORNE GARAGE, Ltd.**, Ripley, Surrey. Tel. 4651. [0890 R]

**V & F MONACO MOTORS**.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). [0300 R]

4414.

## Volkswagen Spares and Service

**C**OLBORNE GARAGE, Ltd., Ripley, Surrey.

**G**ENUINE Volkswagen spares; 24-hour postal service;

**G**echnical service available.—Tel. Ripley 2361. [0395 R]

**EUROPEAN CARS, Ltd.**, Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

L ARGE new spare parts stores fully stocked.

**129**, Old Brompton Rd., S.W.7. [0436 R]

**MOONS MOTORS**, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Wellesley 3988) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855 R]

## Volkswagen Spares and Service

## VW MOTORS, Ltd.

**G**enuine spare parts may now be obtained from sole concessionaires 233, Paisley Rd., London, E.5 (Adjoining Plaistow Station, District Line.) Tel. Maryland 7661/5. [0647]

**V & F MONACO MOTORS**.—Service and repairs by factory trained mechanics; spares, reconditioned engines, conversions to r.h.d., all V.W. accessories stockists.

**V & F MONACO MOTORS**, the Volkswagen specialists, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). [0293 R]

**R**EPAIRS (supervision Mr. Tarrant, diploma VW works); TF express twin carburettor installation giving astonishing acceleration. £38 (trade discount); seat covers, £5; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Tel. 2647. [S4120]

## WILLYS

**1948** Willys shooting brake, long wheelbase, steel and wood body (conversion cost £250); the whole vehicle in really excellent condition; £165, or terms.—J. & H. Motors, 50, Conway St., Hove, 31026. [9667]

## WOLSELEY

**1948** Willys shooting brake, long wheelbase, steel and wood body (conversion cost £250); the whole vehicle in really excellent condition; £165, or terms.—J. & H. Motors, 50, Conway St., Hove, 31026. [9667]

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This section closes for press at 12 noon on Fridays

## COMMERCIAL VEHICLES

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

DECEMBER, 1951. Austin 25cwt 3-way van, one owner, excellent condition; £295.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080]

CASTLE STREET MOTORS, Ltd.

£515.—1952 Ford Thames estate, small mileage.—19, Castle St., Brighton 24796. [9615]

COACHCRAFT offer the best value.

£275.—1952 A40 pick-up truck, one local owner, most carefully used and in exceptional condition throughout, service history available, very good tyres, fitted with detachable tonneau cover. A.A. or R.A.C. inspection invited, 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

1955 (May) Austin A40 van, 5,250 miles, as new.—19100. Tel. 4292. Peter Guest, Ltd., Gaywood, King Lynn. Tel. 4292.

EX stock Volkswagen delivery van, double doors one side, also delivery van double doors both sides.—Barkers Garage, Windsor. Tel. 776. [19364]

1954 Ford 10cwt van, 13,000 miles; £275.—Steele Griffiths, London, S.E.5. Rodney 2201; Hounslow 4606; Brixton 7354. [9616]

ROYS AUTOMOBILES, Ltd., offer:—

THIS week's specially selected bargains: 1953 A40 plain brown van, one owner, low mileage, exceptional appearance and performance; £295, or easiest terms.—Below.

1946 Ford 10 black utility van, 2 seats, side windows, new tyres, battery, etc., excellent condition, engine, etc., one owner. £155 or easiest terms.

1949-50 A40 pick-up, plain green, original condition throughout, one owner, only wants seeing; £235 or easiest terms.

MANY others from £100.—Tel. or call, 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. Trade enquiries welcomed. [C3059]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1955 Thames 5cwt van, blue, 3,000 miles; £395.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangleby Rd., Catford, S.E.6. Hither Green 1901.

145 tons—Fordson 1948 5cwt van, very good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

FORDSON Thames 5cwt van, delivery mileage only; £150 dep., balance h.p. Milton Motors, Deptford, London, S.E.8. Tel. 2229. [1955]

BUNTINGS MOTOR EXCHANGE for light commercials; all makes Bradford specialists; list on request.—Bonniersfield Lane, Harrow. Tel. 6225-6102/4/R

1952 mileage; £135, h.p. terms.—Summerside Gdns., Muswell Hill, N.10. Tudor 8073. Fitzroy 2029. [C2095]

1954 Bedford Dormobile, fawn with brown leather upholstery, one owner since new, mileage under 10,000; immaculate throughout; £575 or £192 deposit.—Moathouse Motors, Tamworth. Tel. 1612.

1953 Thames 5cwt van, window panels, pass. seat, tractors, wood grained, guaranteed; £225; 1954 Morris D.L.1 1-ton van, 8,000 miles, guaranteed; £225; exchanges, terms.—Pilgrim, 3, Risborough, Marlow, Berks. Tel. 9702 and 5962. [C1034]

WEST LONDON MOTOR MART.—All types of ex-Government surplus; trucks, tippers, utilities, ambulances, tractors, dumper vans, mobile cranes, trailers up to 43 tons capacity; dealers in all Trojan vehicles.—West London Motor Mart, Ealing Rd., Brentford, Middx. Ealing 8842. [C5042]

### Commercial Vehicles Wanted

ROYS always good buyers of vans and utilities.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [W3059]

## NEW & USED CARAVANS, TRAILERS, ETC.

### NEW CARAVANS

LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans: A.C. approved sites at Elstree and Birchington-on-Sea.—If you cannot call direct write to us for full information now to our head office at Barnet By-Pass, Elstree (1165 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea, Thanet 41657.

1956 (May) Bunkers, Eccles, Pemberton, etc., for immediate delivery; modern hire fleet for touring.

BURLINGHAM CARAVANS, Garstang, Lancs. [0327/R]

SIDDALL, the top quality "thoroughbred," at a realistic price.—Siddall Caravans, Ltd., Old Bath Rd., Cheltenham. Tel. 4618. [0872/R]

A. JENKINSON, Ltd., U.K.'s largest caravan distributor, still maintain personal touch with greater selection, all uniquely guaranteed for 12 months, renowned after-sales service; also guaranteed, a site that will like. Easiest delivered terms, cheap delivery. If you cannot phone write to A. J. Jenkinson, Ltd., Dept. A.Z., Bath Rd., Tallow, Maidenhead, Berks. Tel. Maidenhead 3434 or 37-39, Hammersmith Bridge Rd., London, W.6. Tel. Riverside 3141 (one minute Hammersmith Broadway). Both branches open 7 days a week until 7 p.m. or later by appointment. [M2053]

### NEW CARAVANS

THE Hindhead Caravan Co., Hindhead, Surrey, for Holerays, Safaris and all other touring caravans; see them in their natural rural setting adjacent to the beautiful Devil's Punchbowl on the A3 road; caravan or car taken in part exchange; hire purchase; genuine after sales service; storage; renovations; repairs; open 7 days a week, 9 a.m. to dusk.—Call, write or tel. Hindhead 1001. [0281/R]

### SECOND-HAND CARAVANS

£900.—Unlocked, double, house comfort for six, private site, near London, mains services, Newark, Brook Farm, Weston-Turville, Bucks. [19376]

THE Hindhead Caravan Co. have a wide selection of good-condition used touring caravans; after sales service as advertised in New Caravans section.—Call, write or tel. Hindhead 1001. [0282/R]

### CARAVANS FOR HIRE

WESTERN CARAVAN SERVICES, Ltd., SPECIALISTS in high-class caravans for long distance motor rallies, etc., hire and delivery all areas United Kingdom; distance no objection.

N 1956.—Good class caravans for holiday hire, stationary or mobile; brochure on request.—Martins Caravan Co. Ltd., Countess Weir, Exeter. [0934/R]

GOOD CLASS mobile caravan hire fleet, latest models, specialised services.—Pendover Hires, Westonfield Rd., Bishop's Stortford. Tel. 501. [0976/R]

### CARAVANS FOR HIRE

CORNWALL, Falmouth, near beaches; two 4-berth Berkeley caravans; private site, full amenities.—Spear, Goldenbank, Falmouth; board accommodation available. [9362]

### CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester. Tel. 10570/R

TOWING brackets, over 100 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24034. [0376/R]

### CARAVAN EQUIPMENT

WORTH caravan and trailer chassis, undergears, wheel assemblies, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [01095/R]

HOLDER GRAISELEY caravans, chassis axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R]

### TRAILERS

TRAILER, independent springing, low floor, good 500-16 tyres; £10.—Stevens, 15, Hids Copse Rd., Cumnor Hill, Oxford. [19489]

### CARAVAN JOURNALS

FOR those who are hard to please there is only one satisfactory magazine—The Caravan. Packed every month with news, views, hints and tips on every aspect of the modern caravan scene, 1/- all newsagents, or 7/9 six months, 15/6 a year, direct from A. Burt, Caravan Publications, Link House, Store St., London, W.C.1. [10585]

## NEW CARS FOR SALE

### A.C.

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY for your new A.C. Petite. Immediate delivery on payment of 1/4 deposit, choice of colours; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open 8 to 8 p.m. 6 days a week. [10776/R]

ACE and Acca for quick delivery.—Rudds of Worthing, adjacent Central Station. Tel. 4040/R. Demonstration, exchanges, delivery anywhere U.K. [0440/R]

ALL enquiries for Ace, Acca, two-litre saloons, also for second-hand A.C.s should be addressed to the A.C. Distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Southampton 4354 and 43545. [N4024]

### ALFA-ROMEO

S. MORRIS & Co., sole London distributors, 40, Conduit St., W.1. Regent 0424, 6 lines. [0194/R]

T. THOMPSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. [10826/R]

### ALLARD

ALLARDS MOTORS, Ltd.—Main distributors for all A Models. Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6431. [0442/R]

### ALVIS

A. ROLND G. WILSON, Ltd., Alvis distributors.

CAN offer immediate delivery of an Alvis TC 21/100 saloon in black with monogram upholstery.—232, Harrogate Rd., Leeds. Tel. 44751. [0230]

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE—Barndale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0307/R]

GALT OF GLASGOW, Scottish distributors, can offer one Alvis TC 21/100 saloon, subject to being unsold; reserve your new Alvis now; contact us at once. JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.1. Tel. Douglas 7398. [0751/R]

MANCHESTER—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.19. Rus. 2874-S. [0625/R]

AMERICAN CARS

ALL makes new American cars supplied, early delivery.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley 8691-3903. [N4025]

### ARMSTRONG SIDDELEY

#### GUY SALMON AUTOMOBILES

SEE and try the new 1955 Armstrong Siddeley Sapphire range together with the magnificent new 7-passenger limousine, at Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5551-2-3. [N4001]

SPIRELL MOTOR BODIES, Ltd., area dealers for Watford and District.—Lower High St., Watford. Tel. 4491. [0182/R]

1956 Sapphire 346, synchromesh gears, day pre-Budget price.—Wheelers (Newbury), Ltd., The Broadway, Newbury. [01345/R]

ALTER SAVILLE, Ltd.—Sapphire from stock early 1956—180, Gloucester Rd., London, W.1. Museum 10382/R

YELLETTON GARAGE, Ltd.—1956 new Sapphire from stock, part exchanges, h.p. terms; after-sales service, repairs.—Hampstead Garden Suburb, Speedwell 3500 and 3550. [0192/R]

T. RICHARDS (BEXLEYHEATH), Ltd.—Armstrong Siddeley area dealers; immediate delivery of Sapphire; part exchanges.—74-78 Broadway, Bexleyheath. Tel. 1668. [01494/R]

MAYFAIR.—Taylor & Crawley, official retail agents; demonstration cars, immediate delivery.—42a, Southgate St., entrance Adams Row, W.1. Grosvenor 6881. [01494/R]

LIVERPOOL.—At pre-Budget price, Sapphire 346 saloon, synchromesh gear box, dark green; exchanges, terms.—Pearson's of Liverpool, Ltd., 5-7, Shaw St., Tel. North 1246. [0152/R]

CENTRAL GARAGE (CROYDON), Ltd., main agents for Armstrong Siddeley cars for Croydon, Purley and Dulwich. Sapphire available for demonstration.—Well Rd., Croydon. Tel. Croydon 7464. [N1098]

NEW Armstrong Siddeley Sapphire, duo-green, fawn leather, pre-selector, pre-Budget price; £1,821/10. Bells Service Garages, Armstrong Siddeley Agents, 144, London Rd., Kingston-on-Thames. Kingston 1185. [0151/R]

WILSONS, the Enthusiastic Owner-Agents, can accept orders for early delivery of the new 2.5 Sapphires and will be pleased to arrange demonstrations on these delightful cars. We have one Sapphire 2.6 model, and ample change, available at pre-Budget price.

Demonstrations on Wilsons' premises can be arranged to suit your convenience.

Central Garage, 144, London Rd., Kingston 1185. [0151/R]

### ARMSTRONG SIDDELEY

CLARKE'S OF PIRBRIGIT for the Sapphire; 24-hour service, Guildford and Woking district.—Pirbright, S. B. Pirbright 2202. [01483/R]

PASS & JOYCE, Ltd., 27, Peter St., Manchester 2. Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [0603/R]

### ASTON MARTIN

ORGANS OF OXFORD, three counties distributors, demonstrator in stock, very early delivery ensured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59615-4. [01865/R]

NEILSONS.—Martin DB2-4 Mk. I saloon, grey. Tel. 2888/17 including P.T.; immediate delivery.—Jarvis & Son, Ltd., Morden Rd., Wimbledon, S.W.19. Liberty 8221. [N2043]

### AUSTIN

DOVE, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [N1077/R]

### C

THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0151/R]

GATEHOUSE offer:-

EARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

### BURGE & INGLIS, Ltd.

A50 for immediate delivery; part exchanges; cars and motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4889. [N4017]

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 668-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008]

### HALLS (FINCHLEY), Ltd.

ALL models available for inspection and demonstration; part exchanges and H.P. terms.—866, High Rd., North Finchley (Tally Ho). N.12. [0144-10447/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0247/R]

## NEW CARS FOR SALE

## AUSTIN

ROWLAND SMITH'S for Austin.

IMMEDIATE delivery A30, A40, A50 and A90, de luxe and standard saloons; choice of colours.

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

A40 Countryman, green pre-Budget price.—Maladen 3666.

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NEW A40 Cambridge; standard model with heater; immediate delivery; list price.—Below.

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Tarrant &amp; Frazer, 10, Winchester Mews, N.W.3. Primrose 6159.

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AUSTIN A50 de luxe saloons, black and grey.—Brewster's, Ltd., 133, Old Brompton Rd., Kensington, N.10. Freemantle 3333.

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A. D. J. Shepherd &amp; Co. (Enfield) Ltd., 436, Herford Rd., Enfield. Howard 1631.

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L. Manual convertible Cotswoold grey, red leather and heater; exchanges, terms.—Pearson's of Liverpool, Ltd., 3-7, Shaw St., Tel. North 2464. [N153]

L. Manual convertible Cotswoold grey, red leather and heater; exchanges, terms.—Pearson's of Liverpool, Ltd., 3-7, Shaw St., Tel. North 2464. [N153]

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## NEW CARS FOR SALE

## LANCIA

**JOHN S. TRUSCOTT, Ltd.**, the oldest Lancia agents. DELIVERY of all models from stock, including one **D** or two at pre-Budget prices. JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. **LANCIA**.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, M. W.10. Bayswater 4274. **JOE THOMPSON (MOTORS), Ltd.**, officially appointed **J** retailers for the United Kingdom and distributors for Surrey, Middlesex and London. 91-95, Fulham Rd., S.W.5. Kensington 4858.

## MERCEDES-BENZ

**LONDON.**

**TAYLOR & CRAWLEY**, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6881). **ALWAYS** consult

**GEE CARS, Ltd.**, official distributors for Mercedes-Benz; demonstration available; early delivery of all models; terms and exchanges. Showrooms: 169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 1933. Service Depot: 60-62, Queenstown Road, S.W.6. Macaulay 5363-5. **WELWYN SALES DEPOT, Ltd.**

**HERTS.** Bucks and Northants Main Distributors; demonstration invited for early delivery. Welwyn Garage, Hatfield 2178. **JOHN S. TRUSCOTT, Ltd.**, for Mercedes-Benz.

**IMMEDIATE** delivery of most types, including one or two at pre-Budget prices; demonstrations can be had for you to drive, including our new type 300C, with fully automatic transmission; this car surpasses all previous standards.

**JOHN S. TRUSCOTT, Ltd.**, for Mercedes-Benz. 173, Westbourne Grove, W.11. Bayswater 4274. **BURNS STATUE GARAGE**, Ayr 3338, main agents for Avrshire. Early delivery all models. [0481/R] **WORKING MOTORS**, Distributors, Surrey, Sussex. Woking Motors (Maybury Hill), Ltd., Woking 4277-7. **DAVIES MOTORS, Ltd.**, official distributors, early delivery of all models. 275, London Rd., Staines. Tel. 4211-5. **NEW** Mercedes-Benz 180 saloon, grey, maroon interior, 1955 model, pre-Budget price. Robins, East Finchley. Tel. 7821. **WILLIAM ARNOLD, Ltd.**, Upper Brook St., Manchester, 13. Distributors for Lancashire and Cheshire sales, spares, service. Tel. Ardwick 4361-7. **MIDLAND** Counties distributors; demonstrations of all models—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. **GALT OF GLASGOW**, Distributors, offer immediate or early delivery according to model. James H. Galt, Ltd., 52, Woodlands Rd., Glasgow. [0176/R]

**NORFOLK**, Cambridgeshire and Suffolk distributors for Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket. Tel. 6251.

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. A Welwyn 481-3. offer immediate delivery Mercedes type 220A saloon, maroon, maximum h.p. terms available; 1/3rd down, balance over two years; pre-Budget price.

## MESSERSCHMITT

**PRIDE & CLARKE, Ltd.**, for Messerschmitt.

**SALOON** car motoring at less than a 1d a mile; cruising speed 55mph; a joy to handle in traffic; easy to park; all models immediate delivery; cars, 3-wheelers or motor cycles taken part exchange; tax and insurance included in terms; brochures by return. 158, New Rd., E.1V. Tel. 6251. [0306/R]

**LOCKHART'S SERVICE DEPOT** for sales and service. Chiltern Rd., Dunstable. Tel. 114. [0498/R] **COMERFORDS** for the new KR200 Messerschmitt; exchanges, terms; send for particulars. Oxford House, Portsmouth Rd., Thames Ditton. Tel. Emberbrook 5331 (8 lines). [6149]

## M.G.

**EPSOM**. THE WOODCOTE MOTOR Co., Ltd. **M.G.** retail dealers. **TELEPHONE** Epsom 1234. [0062/R]

**ROWLAND SMITH'S** for M.G. **IMMEDIATE** delivery. **MAGNETTE** sports saloon on view, demonstration available; early delivery, choice of colours. **PART** exchange, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [0408/R] **MAYFAIR** and West End. Immediate delivery **MAGNETTE**. **YNE, FRANK & WAGSTAFF, Ltd.**, 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-54. [0302/R] **LANE, CROUCH END, N.S.** Mountview 4401, offer:—**M.G.** Magnette, early delivery, grey.

**S**MITH MOTORS OF DULWICH for M.G.s—285, Rye Lane, S.E.15. New Cross 6767. [0329/R]

**WE** value cars in part exchange—Performance Cars, Brentford, Middx. Ealing 8841. [0304/R] **JACK ROSE** Ltd., for your new M.G.—Stafford Rd., J. Wallington, Surrey. Wallington 6677. Burgh Heath 2376.

**NEW** Magnette saloon from stock; terms, exchange, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 6150. [9106/R]

**KDM & CHERRINGTON, Ltd.**—Immediate delivery of all models. 9, Albemarle St., Mayfair, London, W.1. Grosvenor 5551. [0204/R]

**HAMMERSMITH and CHISWICK**—M.G. official agents. Early delivery, full service facilities. Rogers Garages 23, Chiswick High Rd., W.4. Chiswick 6780. [0304/R]

**IMMEDIATE** delivery new M.G. Magnette saloon, terms, exchanges. Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275.

## M.G.

**MEBES & MEBES, Ltd.** (Est. 1893), offer almost immediate delivery of Magnette saloon, black; rotational delivery of M.G.A. 2-seater; full service facilities; part exchange and extended payments. Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]

## MORGAN

**MORGAN** Plus-Four with TR2 engine.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station N.D. Tudor 2301-2. [N3018]

**TRADITIONALLY** yours, new and used Morgan from the distributor. Ross McKenzie, 96, Chester Rd., Streatham, S.W.17. Longdon 2102. [0395/R]

**BASIL ROY, Ltd.**, Morgan distributor, full range on view; see and try Morgan fitted with TR2 engine. 161, Gt. Portland St., W.1. Langham 7735. [0510/R]

**MORGAN**—Leicester and Rutland County distributors; most models from stock; part exchanges accepted.—G. Morris (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20003. [1059]

**MORGAN** Plus 4; prompt delivery of these cars, spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Tel. 0578-2000. [0728/R]

## MORRIS

**EPSOM** THE WOODCOTE MOTOR Co., Ltd.

**MORRIS** distributors.

**TEL** Epsom 1234.

**BURGE & INGLIS, Ltd.**

[0659/R]

**MORRIS** Cowley, immediate delivery; part exchanges cars and motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. **ROWLAND SMITH'S** for Morris.

**IMMEDIATE** delivery Cowley, Oxford and Isis saloons.

**PART** exchange, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [0408/R]

**BROWN & MALLALIEU, Ltd.**, Church St., Blackpool. Morris distributors.

**OFFER** for immediate delivery, Morris Isis and Oxford Traveller's cars. Morris Cowley saloon. Tel. 22222. [0754]

Morris Minor Traveller, beige, heater, works mileage. available immediately.—Box 8490. [0953]

**NEW** Morris Minor de luxe convertible, green; immediate delivery.—Robbins, East Putney. Tel. 7881. [03010]

**IMMEDIATE** delivery, Morris Oxford traveller's car, Brixham Garage, Brixham, Devon. [0435]

**LYNE, FRANK & WAGSTAFF, Ltd.**, Totternhoe Lane, Crouch End, N.S. Mountview 4401, offer:—

**MORRIS** Cowley saloon available for early delivery; list price below.

**MORRIS** Oxford saloon, available for early delivery; M. list price. [02058]

**KDM & CHERRINGTON, Ltd.**—Immediate delivery of all models.—9, Albemarle St., Mayfair. [02054/R]

**HERBERT & MILLS, Ltd.**, Morris agents for over 75 years, offer early delivery of all new models.—Great Portland St., W.1. Langham 3506-7. [N2086]

**OFFERED** for immediate delivery, subject to being available. Tel. 0578-20003, Sandy beige; £675, plus £239/17 purchase tax, ex works.

**COWLEY** saloon, black, £495, plus £248/17, purchase tax, ex works.

**TELEPHONE** Darlington 2378, or write Charles G. & B. Ltd., 1st Considine Rd., Darlington. [01956]

**MORRIS** Minor, colour to blue model in green, for prompt delivery.—J. T. Leavesley, Ltd., Alrewas, Nr. Burton-on-Trent. Tel. Alrewas 354-5. [0987]

**WEST LONDON MOTORS** offers immediate delivery of Morris Oxford and Minor saloons; all families. 2-25-29, Fulham Palace Rd., W.6. Tel. 0686-2062. [0920/R]

**MORRIS** Cowley and Isis saloons for immediate delivery—Prospect Garage (Banstead), Ltd., Brighton Rd., Banstead, Surrey. Burgh Heath 2202. [0171]

**IMMEDIATE** delivery Morris Minor, convertible, colour green; list price £560/17.—Stockwood Motors, Ltd., Rockingham Rd., Corby. Tel. Corby 3243. [0392]

**MORRIS** Cowley saloon, grey with red interior; hire purchase, part exchange, etc.—T. Leavesley, Ltd., Alrewas 354-5. [0289]

**MORRIS** Isis Traveller, Clarendon grey with red, immediate delivery at list price. Bell Service Garage, 14, London Rd., Kingston-on-Thames, Kingston 1162. [0116]

**LANKESTER ENGINEERING** Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery. 39-43 Eden St., Kingston-on-Thames. Tel. 0181-546-5. [0116]

**SMITH & HUNTER, Ltd.** specialists—Car and service vice agents, fullest facilities; available now. Morris Cowley; exchanges deferred terms.—376-8, Kensington High St., W.1. Western 2312. [0116]

**WILLIAMS AUTOMOBILES & COACHWORKS**, Ltd., offer immediate delivery of Black Isis and Cowley from stock and prompt delivery of all other models including light commercials.—34, Acra Lane, Brixton, S.W.2. Brixton 4011. [0171]

**MEBES & MEDES, Ltd.** (Est. 1923), offer early delivery of most models including light commercials, part exchange and extended terms.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]

## NASH

**NASH** car spa and repairs through Nash Concessionaries Ltd. only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R]

## OPEN

**LANCASHIRE** and Cheshire distributors for Opel sales, service and spares.

**GROSVENOR GARAGE**, Burnage Lane, Manchester, 19. Rus. 2874-5. [0139/R]

## PACKARD

**SOLE** Concessionaires. Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0181]

**B**EFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [01510]

## PANHARD

**A REVELATION** in motoring! Up to 85mph and 47mpg, 6 seats, flat floor, amazing acceleration, superior road holding, "safety comfort" appearance. Overdrive; try the Panhardomatic 4-speed, air-cooled, f.w.d. Dyna saloon. Agency enquiries invited. (Home Market, U.S. Forces sales).—Tarrant & Frazer, 10, Winchester Mews, London, N.W.3. Primrose 6159. [N4100]

## PEUGEOT

**TOM KNOWLES**.

**TOM KNOWLES**, Peugeot Concessionaires, 18, Brick Street, Birmingham, W.I. Grosvenor 3674. [01895/R]

**LOCKHART'S SERVICE DEPOT**, Ltd., for immediate delivery—Chiltern Rd., Dunstable. Tel. Dunstable 114. [0361/R]

**G. BALLAMY**, Automobile Engineers, Alfred Place, Worthing, Tel. Worthing 5769. Peugeot distributors, South and South Coast. [0390/R]

**PANTILES SERVICE GARAGE**, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North, South and East Sussex. Immediate delivery 203 and 403 models.

**PEUGEOT** distributors, East Dorset, South Wiltshire, and Wiltshire, 1a, Lansdowne Rd., Bath. [0350/R]

**DISTRIBUTORS PEUGEOT**, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent). 127, High St., Croydon. Tel. Croydon 7211. [0391/R]

## PONTIAC

**PONTIAC**, U.S. Concessionnaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flora 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot Berks. [0950/R]

## PORSCHE

**EUROPEAN CARS**, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; delivery run can be arranged.—129-131, Old Brompton Rd., S.17. Fremantle 7722. [0928/R]

**SOPHIE'S** concessionaires in Great Britain. All sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer-Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

## RELIANT

**ROWLAND SMITH'S** for Reliant 3-wheeler.

**IMMEDIATE** delivery; coupe model, choice of colour.

**FART** exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4015]

## RENAULT

**RAYMOND WAY**.

**FOR** your Renault 750cc saloon for immediate delivery or 1/3rd deposit.—Kilburn Bridge, N.W.6. Maids Vale 6044. Open to 8 p.m. 6 days a week. [0177/R]

**FRED GUY** for new Renaults, immediate delivery terms and exchanges.—19, King St., W.8. Riverside 3131. [0085/R]

**METROPOLIS GARAGES**, Ltd., offer for immediate delivery the new Renault 750, 45, Earls Court, London, W.8. Western 4544. [01026]

**750** demonstrator at Rudds of Worthing; quick delivery; specialised service; terms, exchanges. Adjacent Central Station, Worthing 7773/4. [0167/R]

**R 750** salutes and service; immediate delivery of R 750 salutes in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0106/R]

**PERFORMANCE CARS**, Ltd., stockist of the new Renault 750 salutes range and Amiral saloon; immediate delivery—Gt. West Rd., Brentford, Middlesex. Ealing 8341. [N3041]

**COX'S MOTORS OF LEICESTER**, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Fregate in stock available for demonstration; generous part exchanges and terms.

**COX'S MOTORS**, Conduit St., Leicester. Tel. 60319. [N1015]

**AUTO SALES (LONDON)**, Ltd., North London distributor for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.3. Tel. 5555. [0110/R]

## RILEY

**EPSOM**. THE WOODCOTE MOTOR Co., Ltd.

**RILEY** Retail Dealers.

**TELEPHONE** Epsom 1234.

**MAYFAIR** and West End agents.—Immediate delivery terms and exchanges.—18, Albemarle St., Mayfair, London, W.1. Hyde Park 2352-3-4. [01502]

**RILEYS**, Tr. Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

## KDM

**& CHERRINGTON, Ltd.**—Delivery enquiry. Grosvenor 5551. [02054/R]

**RE** A real dealers for Riley cars; orders taken for the A wonderful Pathfinder; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembly 2636. [0105/R]

## ROLLS-ROYCE

**GROSE**, Ltd., Northampton.

**OFFICIAL** Rolls-Royce retailers.

**SHOWROOMS** and service.

**MAREFAIR**, Northampton Tel. 31682. [0330/R]

**DAVID ROSENFIELD**, Ltd.

**OFFICIAL** Rolls-Royce and Bentley retailers.

**SHOWROOMS**: 38/42, Peter St., Manchester. 2. Deansgate 6871.

**SERVICE** Station: Cheetham Hill Rd., Manchester. 2. The Rd. 2302. [01561/R]

**ROPPON BROS**, Ltd., the largest Rolls-Royce and Bentley distributor of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

## NEW CARS FOR SALE

## ROLLS-ROYCE

CAR MART Ltd.

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART Ltd., 320, Euston Rd., N.W.1. Euston

1212.

GLoucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [N1059/R]

## ROVER

**H**

HENLYNS, England's leading Motor Agents.

R OVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 365 Euston Rd., N.W.1. (Euston 4444)

OVER

ODEON MOTORS Ltd., Barnet, Herts. Tel. Barnet 1144. [IN3028/R]

1956 Rover 90, grey/grey, immediate delivery (unregistered).

ODSDEAN GARAGE Ltd., Royston, Herts. Tel. No. 2281-2. [N1055]

COMBS &amp; SONS (GUILDFORD) Ltd. for Rover

sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage Guildford 2222-8. [IN245/R]

ROWLAND SMITH LTD., Church St., Blackpool, official Rover dealer.

OFFER for immediate delivery, Rover 90 and 75 saloons.—Tel. 22322.

DORKING MOTOR CO. Ltd., main dealers. Rover 90, and 75. Dorking 2256. [N1058]

KJ MOTORS Ltd., N.W. Kent's leading Rover

dealers. Bromley, Ray. 3456. [IN267/R]

EXHILL—F. Dodson, Ltd., Rover distributors.

Sackville Garage, Middlesex Rd. Tel. 2292-2. [IN251/B]

CROYDON Main Agents, Leatherhead's Garages Ltd. 203, St. James's Rd., Croydon. Tho. 1222.

10053/R

KDM &amp; CHERINGTON Ltd.—Delivery inquiries from 9, Albemarle St., W.1. [IN2054/R]

SURREY MOTORS Ltd., High St., Sutton.—Rover

S main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. [IN2276]

W. T. HILTON (BEXLEYHEATH) Ltd., Kent.

Main dealers, part exchanges.—74-78, Broadway Bexleyheath, Tn. 1956. [IN1021/R]

NORTHAMPTONSHIRE and North Bucks.—Grose

N Ltd., Rover distributors and parts service.—Market, Northampton 31682. [IN3001/R]

WATFORD and dist.—Harris-Mays &amp; Co.

del'd' enquires invited: main dealers since 1933.—Age of "Herts" Garage, Watford 4026. [IN951/R]

CLAND &amp; TABOR, Ltd., Welwyn By-Pass, Herts.

A Welwyn 481-2-5, off'r immediate delivery Rover 60, blue, maximum h.p. terms available; 3rd down, balance over 12 months.

OVER 90 saloon, black with tan upholstery, immediate delivery; hire purchase, part exchanges etc.—J. T. Leavesley Ltd., Alrewas, Nr. Burton-on-Trent. [IN354-5]

H. FOX &amp; Co. Ltd., appointed official representatives for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [IN1040]

OSENFIELD for Rover, distributors for Lancashire

and Cheshire.—David Rosenfield, Ltd., 38-42 Peter St., Manchester, 2. Deansgate 6671. Service station: Cheetham Hill Rd., Manchester, 3. Tel. Bla. 2302. [IN866/R]

## LAND-ROVER

LAND-ROVER, all models available.—Odeon Motors, Ltd., Bar. 1144. [IN3028]

TRINITY CARS Ltd., Rover agents, offer immediate delivery of Land-Rover 90in., painted—94, North Side, Wandsworth Common, S.W.18. Vandkye 1166. [IN4054]

## SIMCA

H. C. FAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery 32, Bruton Place, Berkeley St., W.1. Mayfair 0921-2. [IN2040]

MAYFAIR GARAGES Ltd., accredited West-End

Simca stockists, for your new 1956 Aronde Elysee saloon, highest allowance for any make in part-exchange.—Balderston St. (opp. Selfridges clock), W.J. Mayfair 304-5. [IN3590]

SEVERAL low-mileage mod. 1955 ex-demonstration cars available; a few new show-sold 1955 Arondes also available; or some of the full 6 months' guarantee still applies.—Write Fiat (England), Ltd., Water Rd., Wembley, Middx. or Tel. Pervival 5651. [IN665/R]

## SINGER

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [IN2044]

WE value cars in part exchange—Performance Cars, Brentford, Middx. Ealing 8841. [IN3041]

SMITH MOTORS OF DULWICH for Singer—101 S. Barry Rd. S.E.22. New Cross 6611. [IN944/R]

TRADE and retail agents, full range on show at the 100% Singer specialists.—Autometers, Ltd., Ferry Rd., Barnes, 135. Riverside 8291. [IN757/R]

NEW Singer Hunter saloons, choice of colours: exchanges welcome: terms.—Pride &amp; Clarke, Ltd., area dealers, 158, Stockwell Rd., S.W.9. Brixton 11001. [IN5665]

IMMEDIATE delivery new Singer Hunter saloons at pre-Budget price; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [IN6582]

## STANDARD

BURGE &amp; INGLIS, Ltd.

STANDARD 8 Super, for immediate delivery: Part exchanges, cars and motor cycles.—Dudden Hill Lane, Willesden 4869. [N10417]

HALS (PINCHLEY), Ltd.

STANDARD and Triumph area dealers: all models available for inspection; part exchanges, H.P. terms.—886, High Rd., North Finchley (Tally Ho). N.12. (Hill. 1044). [IN1076]

## STANDARD

L. F. DOVE, Ltd.

REA main dealers.

SEE it; try it; buy it.

69. The Broadway, Wimbledon, S.W.19. Lib. 3456.

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [IN2021]

SHAW MOTORS Ltd.

IMMEDIATE delivery Standard Super 8 de luxe saloon; place your order now for earliest delivery of all models: part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 665-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [IN4008]

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery—2d. Super 8 and Super 10 saloons: "Good Companion" Estate car.

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [IN4018]

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot: day and night garage facilities.—High St., Banstead.

BERKELEY Sq., London, W.I. Grosvenor 4545. [IN1085/R]

WHITES GARAGE Ltd., OF GRIMSBY, offer

EARLY delivery of Standard cars, all models: Standard distributors for 34 years.

WHITES GARAGE Ltd., Saint Mary's Gate, Grimsby. Tel. 5486. [IN0475/R]

NEW Standard Super 8 saloon, finished grey, immediate delivery.

NEW Standard Super 10 saloon, finished grey, immediate delivery.—Robbins, East Putney. Tel. 7861. [IN538]

JACK ROSE, Ltd., for your new Standard.—High St., Banstead. Burgh Heath 2376 and Wallington 5000. [IN5036]

NEW Standard 10 de luxe, heater, blue/red; approximately £665.—Salmons Garages, Ltd., Temple Bar 5338. [IN4023]

H. E. TRUSCOTT, Ltd., for Standard; immediate delivery.—173, Westbourne Grove, W.11. Bay 10000. [IN4035]

STANDARD 10 saloon.—Try Motourists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [IN3018]

STANDARD 8, super 8 and 10hp, for immediate delivery.—D. J. Shepherd &amp; Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [IN4009]

STANDARD 8 saloon.—Try Motourists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [IN3018]

STANDARD 8, 10 cwt pick-up truck, immediate delivery.—Premier Motors, Ltd., Lewisham, High St., S.E.15. Lee 1051. [IN3063]

NEW Standard 8 super saloon from stock, pre-Budget get list price; terms, exchange.—10, Winchester Mews, W.3. 6152. [IN307]

SIDNEY MARCUS, Ltd., official Standard and Triumph agents. All models for early delivery.

35, Sloane St., S.W.1. Belgrave 5721. [IN3006]

W. T. RICHARDS (BEXLEYHEATH) Ltd., Standard, and Triumph area dealers: part exchanges.—74, The Broadway, Bexleyheath, Tel. 1666. [IN913/R]

STANDARD car specialists in sales and service: deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [IN431/R]

IMMEDIATE delivery Standard Super 8 saloon.—W. T. RICHARDS (BEXLEYHEATH) Ltd., Standard, and Triumph area dealers: part exchanges.—74, The Broadway, Bexleyheath, Tel. 1666. [IN913/R]

IMMEDIATE delivery Standard 8s and 10s: part exchange and hire.—69, Tiverton, S.E.1. Lee 1051. [IN4053/1]

IMMEDIATE delivery Standard Super 8 saloon.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 8104. [IN4053]

STANDARD 8 and 10 saloons for immediate delivery.—Prospect Garage (Banstead) Ltd., Brighton Rd., Banstead, Surrey. Burgh Heath 2202-3. [IN9712]

CARR'S AUTO SALES Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent.

IMMEDIATE delivery Standard Super 8 saloon.—W. T. RICHARDS (BEXLEYHEATH) Ltd., Standard, and Triumph area dealers: part exchanges.—74, The Broadway, Bexleyheath, Tel. 1666. [IN913/R]

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HILLWOOD MOTORS FOR TRIUMPHS, TR2, for immediate delivery: your car taken in part exchange, easy H.P. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [IN642]

TR2 green, immediate delivery: one only at 18855 Barry Rd., S.E.22. New Cross 6611. [IN0841/R]

TR2—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [IN3041]

TR2—Try Motourists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [IN3018]

TR2 specialists: immediate delivery: part exchanges.—Litherland Motors (Liverpool), Ltd., Waterloo 2484-5 (5870 after hours). [IN9103]

STANDARD &amp; TRIUMPH (Distributors) Ltd., Kirkdale, Sydenham, S.E.19. [IN055]

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TR2 green, immediate delivery: one only

## NEW CARS FOR SALE

## VAUXHALL

**VAUXHALL** cars, early delivery of certain models, ring the Sussex main dealers.—Mansfields, Ltd., Eastbourne 3003; head office, 17, Cornfield Rd., Eastbourne, 2256. [01323/R]

**WILSON'S AUTOMOBILES & COACHWORKS**, Ltd., offer from stock new Cresta in black, list price, terms, part exchanges.—34, Acre Lane, Brixton, S.W.2. Brixton 4011. [1N4085]

## VOLKSWAGEN

**COLBORNE GARAGE**, Ltd., Ripley, Surrey.

**B**UY your new Volkswagen from the Volkswagen Centre.

**O**RGANIC U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range.—Tel. Ripley 2361. [0171/R]

**SUSSEX** distributor.—Prestwich (Eove), Ltd., St. S. John's Rd., Hove Tel. 34037-8. [01904/R]

**VOLKSWAGEN** de luxe saloons, immediate delivery.—Smith's Motors, Dovercourt. Tel. Harwich 7222. [01412/R]

**SOUTH** Yorkshire and North Derbyshire—Distributors, T. Gilder & Co., Ltd., Cambridge St., Sheffield. Tel. 263589. Complete facilities. [01282/R]

**EUROPEAN CARS**, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-up and buses.—131, Old Brompton Rd., S.W.7. Tel. 7722. [0171/R]

**P**RIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen; terms, 10% deposit, 10% down, balance over two years.—1, Newmarket Rd., S.W.9. Tel. Brixton 6251. [0171/R]

**C**ROYDON—H. Car Sales, Ltd., Are Court dealers, 444-8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [01272/R]

**DAVIES MOTORS**, Ltd., official distributors; demonstration cars available; latest models on display; full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [01900/R]

**WILLIAM ARNOLD**, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 3507-11. [0151/R]

**V & F MONACO** MOTORS for Volkswagen; buy your new Volkswagen from the firm which has concentrated on the V.W. for the last five years; also specialist repair service, spares.—4 Astwood Mews, V & F MONACO MOTORS, 8, Astwood Mews, Road station, Freemantle 4414. [0161/R]

**1956** Immediate delivery subject to prior sale, also 15cwt van, doors both sides. Kingborough Garage, Ltd., Harborough Rd., Northampton. Tel. 4297-8. [01541/R]

**P**RIDE & CLARKE, Ltd., South London distributors.—Premiered on early delivery all models, service factory-trained and equipped mechanics; comprehensive spares, exchanges welcomed; terms.—Stockwell Rd., S.W.9. Brixton 6251. [0171/R]

**O**FFICIAL main dealers of the V.W. Europe's most popular car because of its economy, performance and long life; exchange terms; demonstrations with pleasure; also 15cwt vans, vans, completely the new standards in transport economy, double the distance at half the cost.—Details—

**BENMOTORS**, 1, Clarendon Rd., London, W.1. (50 B.yds. Holland Park Tube.) Park 5066. [01107/R]

## VOLKSWAGEN

**A**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3 main distributors for Bedfordshire and West Hertfordshire, offer early delivery de luxe and standard saloons, also commercial vehicles, maximum h.p. terms available; 1/3rd down, balance over two years. [011001]

**WILLYS** (Cars and Jeeps), Sole Concessionaires—Steel Griffiths London, S.E.5. [0171/R]

**1956** Willys Custom-built saloon de luxe, new dual colt heater, etc., 30 mpg; list £1,695, our price £1,575, one only.—Steel Griffiths, London, S.E.5. Rodden 2201; Hounslow 4606; Brixton 7554. [01844]

## WOLSELEY

**E**USTACE WATKINS, Ltd., sole London distributor; early delivery 4/44 models, 6/90 on view; part exchange and hire purchase.—12, Berkeley St., W.1. (Mallory 5951). 12, Chelsea Manor St., S.W.3. (Frampton 8181.) [01846]

## THE WOODCOTE MOTOR Co., Ltd.

**WOLSELEY** distributors.

**T**ELephone Epsom 1234. [01660/R]

**H. BEART & Co. Ltd.**

**WOLSELEY** distributors.

**WELCOME** enquiries and will be pleased to demon-

strate the superb new Wolseley 6.90 and 4/44 saloon; hire purchase facilities; part exchange.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [01861]

**SHAW MOTORS**, Ltd.

**P**LACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night. Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim 3031-2-3. [01808]

**R**OWLAND SMITH's for Wolseley.

**4/44** saloon on view. 6/90 saloon available shortly

**P**ART exchanges; confidential h.p. terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [01408]

**CHARLES RICKARDS**, Ltd., offer:—

**I**MEDIATE delivery, new Wolseley 6.90 saloon in green; list price, incl P. Tax. £1,126.7; also 4/44 saloon.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad. 3440. [01505]

**1956** Wolseley 6/90 saloon, green, works mileage; list price £1,126.

**JOHN WILSON AUTOS**, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [01405]

**1956** 6.90, 4/44, black/red, immediate delivery (unregistered).

**LOGDON'S GARAGE**, Ltd., Royston, Herts. Tel. 2281-2. [01936]

**L**YNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crich End, N.8. Mountview 4401; offer:—

**WOLSELEY** 4/44, green; available early delivery; list price.

**1956** [01208]

## WOLSELEY

**D**ORKING MOTOR CO., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 2256. [011094]

**JACK ROSE**, Ltd., for your new Wolseley.—Stefford Rd., Wallington, Surrey. Wallington 6677. Brixton Heath 2376. [013026]

**KDM** & CHERRINGTON, Ltd.—Immediate delivery.

**LONDON**, W.1. Grosvenor 5201. [012051/R]

**C** W. J. COLES, Ltd., official agents, offer early

delivery 4/44 and 6/90 models.—18, Blunt St., Croydon 0074/5. [01334]

**IMMEDIATE** delivery 4/44 saloon, green, and 6/90 saloon black; list price.—Stockwood Motors, Ltd., Stockwood Road, Luton. Corp. 3282-3. [01582/3]

**FULLER'S OF COOMBE**, Kingston By-Pass. S.W.20.

**F**offer earliest deliveries of the new Wolseley 6/90 and 4/44, full after sales service.—Malden 3666. [01904]

**IMMEDIATE** delivery new Wolseley 4/44 and 6/90 saloon black; list price.—Stockwood Motors, Ltd., Stockwood Road, Luton. Corp. 3282-3. [01582/3]

**GIBSONS SPORTS CARS** (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. Highclere 2275. [01381]

**MEBES & MEBES**, Ltd. (Est. 1883), Wolseley specialists for past 30 years offer early delivery

of 4/44 and 6/90 models; part exchanges and extended payments.

**F**or delivery, Tel. Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [01512]

**R. C. WIMBUSH**, Ltd., Wolseley stockists, offer

early delivery of the 6/90 saloon; immediate delivery for the 4/44; part exchanges and h.p. facilities.—12, Earsl Court Rd., London, S.W.5. [01406]

**MISCELLANEOUS CARS**

**A**LL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [01012/R]

**MARSTON MOTOR CO.**, Ltd., for new Jaguar, Standard, Armstrong, Singer, Triumph and Rover; full details and service facilities; hire purchase and insurance arranged immediately; call 'phone or write.—Marston Motor Co., Ltd. Sta. 8000. [01787/R]

## NEW COMMERCIAL VEHICLES

**A**USTIN 1-ton van from stock, exchanges.—Hillier Motors, Ltd., Forest Hill 9352. [01659]

**A**USTIN 1½-ton diesel van, Austin A40 pick-up. [01659]

**A**USTIN 7-ton diesel chassis and cab, all available

**BRITISH & COLONIAL MOTORS**, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. [01127]

**EDFORD** 10 cwt delivery van from stock; one

list price.—H.p. terms, exchange.—10, Winchester Mews, N.W.3. Tel. 6135. [01551]

**A**USTIN 1-ton van for immediate delivery.—J. J. Field, Shepherd's Bush (Enfield), Ltd., 436, Hartford Rd., Enfield. Howe 1631. [01404]

**CWT** Standard 10 van, immediate delivery; list price £1,26. [01904]

**A**USTIN 7-ton diesel chassis and cab, 6/90 cwt van, all listing doo... in primer. £844/15.11 pre-Budget price. [01905]

**EDFORD** delivery of the following new Austin 1-ton van, new Morris J-type 10cwt van, new Standard 10 cwt. Pick-up; pre-Budget price.—Robbins East Putney. Tel. 7881. [01301]

**THAMES** 3-ton diesel chassis and cab. £928/4. [01905]

**THAMES** Budget price. Thames 20cwt, petrol van, listing doo... in primer. £844/15.11 pre-Budget price. [01905]

**THAMES** 10-cwt van, in primer. £407/2.3. pre-Budget price; Austin A40 van, grey, extra seat, overriders. [01905]

**THAMES** 10cwt, Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Freemantle 3333. [01803]

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

## CARS FOR HIRE

**WIMBLEDON CAR HIRE**, self-drive specialists, new Austin A40/50 Cambridge and A90 Westminster, competitive rates.—Mansell Rd., S.W.19. Wimbledom 3834. [011081/R]

**WILSON'S** 1955 cars in perfect condition, self-drive

from £12 per week, allowing 5 miles per week, allowing 5 miles per week, excess 7 pds per car available.

including Armstrong, Sudbury, Sapphires, at £12 per week or £2 per day, plus 1/- per mile.—34, Acre Lane, N.W.7. Brixton 2. Brixton 4011 or 1-3. Dorkin: Rd. Epsom 3901. [01305/R]

**AL** new 1955 cars from 12/6 weekdays with 3d

service that has built Britain's largest new car fleet.

**J. DAY CAR HIRE**, Ltd., Knightsbridge Knt. 4211; Earls Court Fire 5000; Piccadilly Circus Tra. 2021; 10A in

Regent St., W.1. Tel. Grosvenor 52-28. [01104/R]

**SELF-DRIVE** hire—always latest model Ford Prefect Consul, Morris Oxford or Isis, perfectly maintained in every way, when you rent from Victor Britain; all petrol and oil is free, from 17/6 a day and 6d a mile, for long hires.—Victor Britain, Ltd., 12a, Belgrave Square, W.1. Tel. Grosvenor 4681. [01722]

**1955** Mirrors, Standard 8s and 10s, Consul, Velox; also Daimler Consorts. Heaters, Winter

service from 15/- day or unlimited mileage tariff; including comprehensive insurance. Special terms and

conditions for overseas visitors via Self Drive Cars Adam & Eve Mew. 98 West End 0802-8 4795. Perivale 3404. [01668/R]

**DRIVE Yourself Hire**.—1954-5 saloons, choice of cars

at attractive rates with unlimited mileage for short or long periods; overseas visitors welcome; new clients especially welcome; we have been pioneers of self-drive hire over 30 years; write, 'phone or call.

**H. F. EDWARDS & CO.** (Established 1918), 154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6368. [0120203]

**SELF-DRIVE**.—Coming on leave visiting Britain? your motororing budget; special winter period hire rates now available; example: 3 months' hire, new Ford Prefect 7/4 tons per week. Austin Cambridge 8½ tons; Austin Westminster and Vauxhall Velox 11 tons; unrestricted mileage.

London and Southern Motor, 160, Finchley Rd., Finchley 0079-9-9. [01301/R]

**D**O a "good deal" better with Carr Bros. on self-drive or chauffeured hire; best cars; best terms with choice of tariffs from nearest of 5 branches.

—Harrow 1006, Watford 6398, Uxbridge 4266, Slough 4606, Wallington 1006. Call/write Sano Garage, 21, Soho Sq., London, W.1. Head Office—Furley. [0141]

**VERSAL** visitors; a fleet of 1955 Austin 1300s

driven by drivers with unlimited mileage; send for illustrated brochure to Drivehire Cars, Ltd., Head Office Kingsway, Newport.

Mon. Saloons also available for the home market at 13 Drivehire stations throughout Britain [01211/R]

**DAY AND NIGHT SERVICE**

**A.O.** (Always open), N.S. (Not Sunday).

**A SHFORD**, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2678. 2960. A.O.

## MISCELLANEOUS ADVERTISEMENTS

## EXCHANGE

**R**AYMOND WAY.**R**AYMOND WAY OF KILBURN.**R**AYMOND WAY, the exchange specialists.

**Y**OUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require, we will give you credit for the difference.

**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6.**R**Maid's Vale 604, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).**R**OWLAND SMITH will quote for your car in part exchange, highest allow. for motor cycles and 3-wheelers, par. 20% add. lis. on request.**R**OWLAND SMITH for hire/purchase terms, private and confidential; immediate delivery in approved cases; references and guarantees not essential; cash refunded on exchanges; opn 9-9 week-days and evenings—Rowland Smith Hampshire (Hamstead Tube), Hamstead 6041.**R**ON MCKENZIE invites you to his Motor Cycle and Car Exchange Centre at 961, Chester Rd., Streatham, 2 miles south Manchester; open to 8 p.m. and weekends; terms if required.

## AGENTS WANTED

**E**STABLISHED agents calling on garages, conch-builders, fleet owners, etc., required to carry highly competitive line; exceptional commission; lightweight samples—Box 7450.

## CAR RADIO

**R**ADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repairs.**N**ORMAND, Ltd., 405-9 King St., W.6. Tel. 3665.**P**HILIPS Motoradio, London Distributors; supplied and installed set price 22s.—Westbury, 716 J. Davis, Ltd., 180, High St., Kensington, W.8. [0159/R]**M**OTOROLA, world's finest motor radio sole licensee and registered users—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255 10419/R.**S**PIKINS (TWICKENHAM) Ltd., 83-101 Heath Rd., Twickenham, Tel. 20265-6-7-8. Accredited service; telephone expert installations and service; trade and retail all makes available.**A**ll types of car radio supplies installed and serviced by competent radio mechanics—The Car Mart, Ltd., Upper Montague St., London, E.1. [0162/R]**U**NIVERSITY ELECTRICS, Ltd., The Car Radios, People's, 7, Henliffe S., W.1. Tel. 4141. Specialists in H.M.V., Radionette, Eko, Philco, etc., expert installation and service for the trade and retail.

[0166/R]

## PARTS &amp; ACCESSORIES, REPAIRERS, ETC.

## AXLESHAFTS

**E**LPHANT MOTORS, Ltd., Axleshafts, London's largest stockists of all makes. Can we help you? CROWN wheels and pinions, large stock for most makes new and second-hand—97-105, Newton Way, London, S.E.1. Tel. 0605/10605.

**W**EST LONDON REPAIR CO., LTD., Wimborne 651/7.**W**est front and rear repaired, straightened, heat treated, 13½" High St., Wimbledon. [0585/R]**C**ROWN wheels and pinions, N.R. for Morris 8, 25/- pair, Ford 8, 99/- Hillman Minx £6/5; Singer 8 and 9, £6/5; Standard L.9, £5/15; Vauxhall, £6/- Witham's 18, Balham Hill, London, S.W.12. Battersea 3280/3769.**1500** all types crown wheels and pinions and 3,000 1500 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machen & Son, Lockford Lane Garage, Stoneygate, Chesterfield. [0223/R]

## BALL BEARINGS

**D**ELIVERY from stock of all replacement bearings for British, American and Continental Cars—AUTOMOTIVE Replacement Division, K.G.S. Bearing Co., Ltd., Macrone Rd., Green Lane, Tipton-hall, Wolverhampton, Tel. Wolverhampton 01575/02260. Telegrams: Kager, Wolverhampton.

**F**OB manufacturing and replacement—A.C. (London), Ltd., 248, Knightsbridge, London, S.W.1. Kensington 9902.**B**ALL and roller bearings, all types and sizes, largest stocks, lowest prices; same day dispatch—Claude Rye Bearings, 895-921, Fulham Rd., London, S.W.6. Renown 6174 (ext. 24). [0995/R]

## BATTERIES, CHARGERS, ETC.

**45/-** from brand new 6-volt batteries; 12-volt 45/- from 85/-—Westbury Garage, Westbury Ave., N.22. Bowes Park 5500. [0709]**44/6**!! Witham's. Down in price again!! Brand new, written guarantee 12 months. 6-volt from 44/6, 12-volt from 85/-. Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0828/R]**B**ATTERIES—Part exchange your old battery for new B or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired. R.A.C. appointed; hours 8.30-5.30, Saturday 9.30-4.30. Tel. 0151 42242, Mardale St., Shepherd's Bush, W.12. She. 4224; also 144, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. Early closing Wednesday.

## BRAKES, CABLES, ETC.

**T**HOS. RICHFIELD & SON, Ltd.**B**ROADSTONE Place, London, W.1. Estab. 1938. Tel. B. Wel. 0405 (5 lines).**R**ICHFIELD brake cables, England's leading manufacturers of complete brake cable sets for British, Continental and American, 20,000 cables in stock, any type supplied or repaired, only genuine Bowden materials used; send for 1956 trade list. [0069/R]

## CARBURETTORS, ECONOMISERS

**F**ORCE GARAGE (PETERSHAM), Ltd.**Z**ENITH carburettor stockists—Replacement units available for most popular makes.**T**HE FORCE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Richmond. Tel. Richmond 1954. [M2011]

## COACHBUILDERS AND BODIES

**J**OHN C. BEADLE, Ltd., Dartford—Specialists in commercial bodywork of every description—Tel. Dartford 3067. [0463]**J**ACK BARCLAY (SERVICE), Ltd., can undertake all classes of coachwork, 10, Danvers St., London, S.W.1. Tel. 01029/2 R.**W**IL PARK (COACHBUILDERS), Ltd., all repairs and renovations, special facilities for overseas visitors—Mortlake Rd., Kew, Ric. 5625/6. [0348/R]**M**OTOR car repair, trimming, cellulosing a speciality—G. G. Coates, Ltd., 17a, Melbourne S.W.9. Tel. Reliance 2111. [0291/R]**A**LPE & SAUNDERS (COACHBUILDERS), Ltd.—Station Approach, Kew Gdns., Richmond 1161. [M1102]**A**LLIANCE Cellulose; trimming, complete bodies built—Station Approach, Kew Gdns., Richmond 1161. [0291/R]**S**ALMONS GARAGES, Ltd.—Authorized repairers for Tickford bodywork, foursome coupé and convertible body specialists, hoods recovered—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [M4029]**F**OR every body fitting and trimming requirement: bucket seats, large selection steel frames, 14in. and 16in. upholstered frames, 14in. and 16in. 65/-; upholstered Connolly hide, foam rubber cushions £9.99; bench seats from £7.10; Vynide, cream, red 12/6 yd. £1.75 each; alloy frames 16in. 65/-, 16in. 65/-; upholstered headrests (real); windows: clear, 10/6; Vybar clear plastic, sheet; cycle-type wings, light, all sizes, 10/- each; window channeling, aluminium fitting, mouldings and sections; stamp list—Derrington, 1591/161. [M1071]**G**OODFELLOW & SONS, Ltd., 10, New Bond St., London, S.W.1. Tel. Grosvenor 5262-1. [M4011]**C**ONTACT LENSES**M**ODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent.**M**APS**B**RITISH and Continental maps for Rallies and Tours available promptly by post, also navigational aids; details and free advice from the Rally Experts, Bay Rd., Bracknell, Berks. [Tel. Bracknell 304] [0770/R]**M**OTOROLA, world's finest motor radio sole licensee and registered users—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255 10419/R.**N**Ight DRIVING GLASSES**C**LEAR or night driving glasses supplied with sodium oxide yellow filter lenses—these are must for every motorist; free interchangeable Crookes lenses give you a suitable sun-glass for day use; complete 7/6 from your local garages or 8/- direct from Optical Products, Ltd., 370-372, Station Rd., London, E.7. [0383/R]**P**ACKING AND SHIPPING**T**HE MOTOR PACKING CO., Ltd., London Colney, Herts (Tel. Bowmans Green 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods: collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool [0505/R]**C**AR COVERS**C**AR COVERS (waterproof)**C**AR COVERS (silver)**C**AR COVERS (Sheeting)**C**AR COVERS (silver)**C**AR COVERS (silver)

## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## CYLINDER GRINDING, ETC.

**D**CREED.—Crankshaft grinding, lime boring, bearings remodelling, reborning, sleeveing, surface grinding; piston stockists, exchange shock absorber service. Goldhawk Mews, Shepherd Bush, W.12. Tel. Shepherds Bush 6518. [0368]

## DEFROSTERS AND DEMISTERS

**T**HE Berkshire defroster, demists without current: switch on only to defrost; heating elements 6-, 12- and 24-volt; 12x8x1in. price £2/2/- an essential for safe driving during the coming months. The Houdaille Co., Ltd. 8-14, Hampton Rd., Twickenham Green, Middlesex. Popesgrove 6284 (3 lines). [0782/R]

## ELECTRICAL EQUIPMENT

**E**LectRIC generating plant for house, farm or factory; from 12v battery charging sets to 90kva diesel sets; separate 12 and 24v D.C. dynamos, cut-outs, regulators; generators and alternators up to 150kW in stock. Powergen Ltd., York Rd., London, S.W.18. Vanside 6244. [0620/R]

**C**LARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starters, magneto, distributors and S.U. pumps, quotations for repairs or replacements.—Clare's Motor Works, 260, Knight's Hill, West Norwood, S.E.27. [0149/R]

## ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

**I**N stock, Ford factory reconditioned 8hp and 10hp 30hp, V.8 32hp Canadian and Mercury, new Ford 8hp, 10hp and 12-30hp engines; exchange Ford 8hp, 10hp and 12-30hp engines; 10hp, 12-30hp, 15hp, 18hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con-rods exchanged; trade supplied.—139-147, 149, 151, 153, and 203, High St., Harlesden, N.W.10. Edgar 6256-7-8. [0006/R]

ROLLS-ROYCE and Bentley.

**J**ACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers will overhaul your engines or supply spares for certain series.—Dept. S, Chelsea, S.W.3. Fls. 2223. [M1082/R]

**A**USTIN 7 reconditioned engines, 3-bearing £34. 2-bearing £51/10; engines forwarded against returnable deposit; trade supplied.—Dept. S, Chelsea, S.W.3. [M1020/R]

**B**ENTLEY MOTORS, Brooklands Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [M1020/R]

**R**ARMSTRONG SIDDELEY engines; immediate ex-

change or reconditioning; all units tested guaranteed six months.

**A**RCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301 and 7321. [0910/R]

**B**EARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Reconditioned factors exchange series II and III.—Kingston 5582. [0491/R]

**H**UMBER, Hillman and Commer engine specialists. reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.

**J**. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, R. Coulson, Surrey Uplands 5637. [0718/R]

**B**LACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134. Manufacturers' reconditioned engines Austin post-war and 1955. [0657/R]

**E**ASTACE WATKINS Ltd., Chelsea Manor, St. sole London distributor Wolseley cars; exchange engines stocked for all models; any make of engine reconditioned.

**E**XTRAAGE engine service to the trade, Heathrow, Morts Hillman, Ford, Standard, Vauxhall, all model ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage and Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 12. Tel. Moss Side 206-207. [0212/R]

**M**ANUFACTURED RECONDITIONED replacement engine.

**G**ORDON 8/10, £20; Morris 8, Standard 8, Austin 8, 224; Hillman 10, Austin 10, Vauxhall 10 and 12/4, 227/10; Austin 440, £30; Ford V8 22, 30, 32, £40; Vauxhall Velox, £24/10; h.p. arranged.—J. G. Rutherford, Eastern Ave., Romford 2532. [0056/R]

## GARAGE EQUIPMENT

**F**OR sale, William Froude DPX2 dynamometer, complete; £75-£80. A. Engineering, 35, Grant Rd., Croydon, Add. 2931. [0947]

**A**IR compressors tanks and accessories, industrial models at approximately 50% below list: compressors from only 29. c.i.m./£4/17/6, to 18 c.i.m./27.5 c.i.m.; stationary and portable complete sets from £39/10 to £125.

**T**EDDINGTON ENGINEERING Co., Ltd., Dept. M, 29/31, High St., Teddington, Middx. Kingston 1193. [0610/R]

**W**E specialise in ex-Government hydraulic pumps and tested; new Yale 3-ton chain blocks; also Morris 10-cwt, as new.—Kindersley, Ltd., Estate Office, High Legh, Knutsford, Tel. Lyman 417. [0595/R]

**M**OTORISTS' best friend—The "Mopal" miniature compressor; works on car batteries or main supply; can be used for anything that requires compressed air; invaluable for holidays; inflates rubber dingshy, life-belts, no bigger than an electric iron, weighs only 8lb.—Full particulars from the manufacturers, The Alverton Engineering Co., Ltd., Copthall House, London, E.10. [0963]

## GEAR AND STEERING BOXES

**A**RCOT ENGINEERING, Ltd.

**P**RESELECTOR (self change) gear box specialists, as fitted to Daimler, Lancaster, Armstrong Siddeley, Riley, etc. cars; 48-hour reconditioning exchange service.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 2011 and 7521. [0121/R]

**J**. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, R. Coulson, Surrey Uplands 5637. [0658/R]

**S**TEERING boxes, reconditioned or exchange units fitted to pattern fitted with immer steel sheet. Foxley Garage, 1a, Abbott Rd., S.W.9. Reliance 2704. [0932/R]

**R**ECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied; trade discounts.—Ken Spares & Motor Engineers, 5-7, Penbridge Mews, London, W.11. Baywater 0377, 8314. [0054/R]

## GEAR AND STEERING BOXES

**S**TEERING nuts supplied for all types of cars, steering boxes reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0744/R]

**G**EAR box specialists, preselector, synchromesh, synchronomatic, reconditioned, exchange or repair service, make-up and spares from stock; Government and municipal suppliers guaranteed.

**GONDAR MOTORS**, Edgware Rd., (Nr. Staples Corner), London, N.W.2. (Gladstone 8716, 2558). [0920/R]

## HEATERS

**H**EATERS and demisters for all vehicles from £8/8; if necessary, we can arrange for fitting.

**D**EMISTERS, 2201, Edgware Rd., London, N.W.2. Gladstone 2201. [0920/R]

**I**MOR car heater, an efficient, easily installed hot air unit, no fumes, suitable most cars; 35/-; packing 2/6.—Walls, 48, Northbrook St., Newbury. [1916]

**S**ERIALS, 2201, model Delaney Gallay for most makes from £8/8; expert advice from 53/5, telephone (electric) 6-12-volt, £2/6-3.—Farrant & Frazer, 10, Winchester Mews, N.W.3 Primrose 2647. [M4100]

**S**ITTING is believing! The new Cambrey motorist's personal heater introduces new standards of comfort. Send at leading garages, or write in full particulars to Dept. A, Cambrey (Heaters), Ltd., 6, Camber Place, Cheltenham. [1940S]

**H**OODS, SCREENS, CELLULOSE, ETC.

**F**REEMAN hoods, ie-covers, upholstery, carpets, side-screens, tonneau cover specialist.—Freeman, 108a, Park Rd., N. Bollo Bridge Rd., Acton, W.3. Acorn 2154. [0705/R]

**S**ALMONS GARAGES, Ltd.—Foursome coupe and convertible body specialists, hoods recovered and coachwork repairs.—6, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [M4029]

**H**OODS, sidescreens, tonneau covers, interior trim first-class work.—Industrial Cover Co., 22, Queens Mews, Queen St., Rd., Bayswater, W.2. Open 7 a.m. and 5 p.m. [0658/R]

**S**PECIALISTS in hoods, sidescreens, roofs, headliners, carpets, seating, loose covers, etc.; supplier of all trimming materials.—Knights of North St. Cuthbert, 10, Cambridge 6559. [0771/R]

**J**ACK BARCLAY (SERVICE), Ltd., Reconditioning and trimming work including hoods and carpets; we specialise primarily in Rolls-Royce and Bentley cars, but will be pleased to undertake work on any make.—Dept. S, Chelsea, S.W.3. Fls. 2223. [M1082/R]

**J**ACK BARCLAY (SERVICE), Ltd., Reconditioning and trimming work including hoods and carpets; we specialise primarily in Rolls-Royce and Bentley cars, but will be pleased to undertake work on any make.—Dept. S, Chelsea, S.W.3. Fls. 2223. [M1082/R]

**P**RAYLING Spraying, Handcoat, covers 21c. paint free; catalogue of cellulose, carriage paints and all allied material for brush and spray; free; complete spray paint and polishers hired on daily basis.—Leonard Wood, Oak Rd., Harold Wood, Romford, Ingrave Lane 2560. [01765/R]

**I**NDEPENDENT SUSPENSIONS

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7. English types, straightened, crack detected, etc. 56, High St., Wimbledon. [0896/R]

**F**RONTRON suspension unit and shock absorber service for all popular models.—Lanark Rd., Lanark Auto Engineers, 256, Lanark Rd., London, W.9. Mak 4475. [0151/R]

**N**Y CO. LTD.—of independent suspension, 11.6 ft. £1. A shock absorber designed and guaranteed, 11.6 ft. from £7.50; s.a. from 30/-; exchanges; prompt fitting service.—A. H. Hobbs & Son, 151, S. James' Rd., West Croydon, S. L. 2223. [0171/R]

**F**ORD Popular independent front suspension; greatly improved comfort, roadholding and safety conversion units supplied ready for fitting; £26/10; immediate delivery, send for details.—North Downs Eng. Co., Westway, Caterham, Surrey. [0189/R]

## INSURANCE

**A**NDREW & BOOTH, Ltd.

**A**&**B** London's leading brokers (cover notes by return).

**A**&**B** Bhp third party 12 months from £2/18, comprehensive 12 months from £6/5.

**A**&**B** Special rate for business cars and commercial vehicles, policies available for 2, 3, 4 and 6 months or any other period required. Call, write or phone now for 22p. booklet.

**A**NDREW & BOOTH, Ltd., 37, Queen St., Mortlake (St. Albans) S.W.14. Prospect 1061 (15 lines). [0380/R]

**I**NVINCIBLE premiums by convenient instalments.

**I**NVINCIBLE no claim bonus up to 33½%.

**I**NVINCIBLE policies for 2, 3, 4, 6 and 12 months.

**I**NVINCIBLE POLICIES, Ltd., 7, Whittington Lane, London, E.C.3. Tel. Mansion House 2801. [0507/R]

**I**MEDIATE cover and lowest term available for all types; usual bonuses and discounts.—Fride & Clarke Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0630/R]

**B**RACK POOL.—Low rate, immediate cover, short period terms; easy payments, stamped addressed envelope.—228, Stansted Rd., Forest Hill, S.E.23. [0459/R]

**S**AME time and money by using our special £33½% First Year No Claim Bonus Motor Insurance Scheme; quotations by phone or return of post; write, call or phone.

**M**OFFATT & CO., 79, High Rd., Tottenham, N.17. Tel. Tottem 2003-4-5. [0256/R]

**R**AYMOND WAY insurance office can arrange your motor policy quotation by return; immediate cover; write, call or phone.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). Open till 7 p.m. 6 days a week. [0102/R]

**W**HY wait 5 years for 30% no claims bonus when you can obtain 33½% now or at first renewal? Phone, write or call. Specialist Motor Insurance Brokers, Insurance Acceptances, Ltd., 63-64, Broad St. Ave., London, E.C.2. Tel. London Wall 7641. [0049/R]

**R**EDUCE insurance costs to the minimum, up to 33½% no claims bonus, 40% subject to approval for proposers having had 3 years free of claims, comprehensive or third party without extra charge for age of car from 1951; immediate cover; quotations from.

**D**INTON & BRASIER, Brothers, 323, Neasden Lane, Neasden, London, N.W.10. Gia. 8691-2-3. Neasden 1050. [0150/R]

**L**OWEST rates for cars of any make or age, annual or short period policies. Instalments; immediate cover; no claim bonus up to 33½% allowed on transfer. Dept. A, Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., S.E.1. Tel. Holborn 4465-8. [0151/R]

**C**LARE'S for spares, all popular makes, second-hand and new, large stocks; car breakers for over 30 years; quotations by return; approval.—Clare's Motor Works, 260, Knights Hill, London, S.27. Gipsy Hill 0152. [0218/R]

**T**ALBOT 1950 14hp, breaking up privately.

**T**and al. parts in excellent condition and cheap. 21in. 16 studs, tyres 21x5.25. Tel. Ray, Chilton Courts, Shepperton-on-Thames. Tel. Sunbury-on-Thames 3545. [01837]

**T**HE Humber specialists, all spares new and second-hand for Humber, Hillman, Commer, 1938-1948 and W.D. models, new and second-hand gear boxes; Super Snipe high-speed diff units; all parts for 4-wheel drive.—Hadleigh Garage, Marlpit Lane, Condon, Surrey, Upplands 5637. [01400/R]

## INSURANCE

**D**EFEENCE, Ltd.—Lowest first payment, longest deferred terms; cover on demand or by return post; prompt service.—722, Barking Rd., Plaistow, London, E.13. Grangewood 6089. [0170/R]

**1895** no extra for age of car; immediate cover; no claim bonus on transfer.—Markievicz, 38, Lansdowne Crescent, London, W.11. Park 7176. All B.A.O.R. M.F.F., B.F.P.O. insurance effected. [0363/R]

## LOOSE COVERS

**T**HE best at the lowest price, we guarantee to save you money.

**S**PECIAL offer: Loose covers perfectly tailored in S. necks, 100% wool, 100% cotton, 100% silk, 100% quality von Tarten available for over 160 cars, 1953 to 1955, complete sets from 89/6, patterns with pleasure—Quinn, 127, High Rd., Wilmslow, Dartford Kent. Dartford 5240. [01353/R]

**F**ROM us good materials! Ask for sample.—Farrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [M4100]

**L**OOSE seat covers tailored for every make of car; list and patterns.—Ozier & Co., Ltd., The Car Tailor, 10, New Cavendish St., Marylebone, London, W.1. Museum 6340-7. [0121/R]

**C**AR-COVERALL, Ltd., of fine loose covers, excellent materials; perfectly tailored; sample on request, write or tel. Car-Coverall, Ltd., 168, Regent St., London, W.1. Monks 1601. [0048/R]

**S**PECIAL offer finest quality grey whipcord bucket seat covers (ex-air liners); indistinguishable new, 18/6 per seat, post free.—Derrington, 159, London Rd., Kingston 5621-2. [M1071]

**R**ALLY-KLICK seat covers, travel rugs, rubber mats, the latest in motor trappings; comfort—Ask your garage for particulars or write Gladwell Ltd., 82, Albion St., Glasgow, C.1. Tel. 0871 (3 lines). [0270/R]

**S**.C.S. (LONDON), Ltd.—Perfectly tailored and piped loose covers in authentic tartan woolens, £4/10 complete set; heaviest de luxe Bedford cord from £6/6; Consul, Morris Oxford, etc. £7/5; save 50% on all cars.—Send or phone for over 50 patterns to a Showroom, 52/56, Fitzroy St., London, E.1. Buston 7352. [0148/R]

**WH**EN ordering your loose covers send to Karobes, who are actual manufacturers of these products; we offer you the following fine selection of materials: leopard skin, ocelot, all wool, mohair, felt, authentic tartan, Spanish blanket, Bedford cord, antique rug, Court's faulding new rayona also the famous Karobes' all-wool travel-rugs; write for patterns and particulars to Karobes, Ltd., Units House, 24-25, Liverby St., Birmingham. Export and trade enquiries invited. [0148/R]

## PARTS AND ACCESSORIES

## EXPORTERS.

**K**IRTON, Honiton, Devon, and branches, stock parts for more than 1000 models; pistons, piston rings, valves, gaskets, parts for Jeeps, exporters and factors of new, w. surplus and second-hand components and accessories; write us for everything. [01420/R]

**R**AYMOND WAY for Bond spares of all types; free service.—A. H. Hobbs & Son, 151, S. James' Rd., West Croydon, S. L. 2223. [0171/R]

**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards).

**R**EWAGLITS spares, all models.—Weilham, Road, Elmbridge 1873. [M4070/R]

**C**ARLTON FORCE for service specially in roasting and retempering springs; 48 hours service.—Edwards Rd., Croydon, S.W.3. Tel. Gladstone 2222. [0171/R]

**S**INGER, Gordon Cars (London), Ltd., the London Lane, Golders Green, N.W.11. Speedwell 4701-2. [01606/R]

**A**UTO SPARES, 42, South Lane, New Malden dismantlers for 20 years have large stock of new and second-hand pre-war spares.—Tel. Malden 1695. [01013/R]

**O**LD BAKER, established 1911—the leading car breakers of the West. New and second-hand spares in vast quantities.—11-15, Dighton St., Bristol, Tel. 2565. [01171/R]

**S**OCIETY OF ACTON have large stocks of spares available from dismantled vehicles at competitive prices.—Call, write or phone Acorn 1748, 19, High St., Acton W.3. [01694/R]

**F**ULL range of genuine Enfo spares for all makes; complete range of accessories from stock; delivery service available.—Adlards Motors, Ltd., Birkenhead 6451. [0288/R]

**J**ACK BARCLAY (SERVICE), Ltd., can supply spares for most models Rolls-Royce and Bentley; immediate cover; plazamas 2223 (Mr. Podger). Drivers Club, Chelsea, S.W.3. Tel. 0171/R

**W**E are the largest breakers in London, open all day Saturdays and Sunday mornings.—The Auto and Spares Co., 235, Scrubs Lane, W.10. Tel. She. 2974. [0846/R]

**E**LEPHANT MOTORS, Ltd., for pistons, valves, swivel pins and bushes, bearings, clutch and brake lining, replacement parts for most makes; full range of accessories; send us your enquiries.

**F**IBRITE timing gears for Alvis, Delage, Humber, Hudson, Hotchkiss, Lagonda, Morris, Isis, Lea-Francis, Special, Riley 9, Singer, Standard, Sunbeam, Talbot, and various other makes.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0773/R]

**A**NGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horns in stock, musical horns, 6- and 12-volt Windtone; write your requirements.—11, Great Queen St., London, W.C.2. Tel. Holborn 4465-8. [01666/R]

**C**LARE'S for spares, all popular makes, second-hand and new, large stocks; car breakers for over 30 years; quotations by return; approval.—Clare's Motor Works, 260, Knights Hill, London, S.27. Gipsy Hill 0152. [0218/R]

**T**ALBOT 1950 14hp, breaking up privately.

**T**and al. parts in excellent condition and cheap. 21in. 16 studs, tyres 21x5.25. Tel. Ray, Chilton Courts, Shepperton-on-Thames. Tel. Sunbury-on-Thames 3545. [01837]



## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## TYRES AND TUBES

REMOULDS in all sizes—Keens, Back Ocean View, Whiteley Bay. Est. 1926. [18933]

## WHEELS, DISCS, TRIMS, ETC.

MOST types of easy clean and wire wheels in stock. Mr. Turner & Knight, Southfield Paddocks, Poole Lane, Easton, London W.3. Tel. 4298. [0678/R]

**6000** car wheels, second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machen & Son, Lockford Lane Garage, Stonegraves, Chesterfield, Derbyshire. Tel. 4615. [0222/R]

## WHEELS, DISCS, TRIMS, ETC.

ALL types of wheels repaired, replacement service.—Tel. 516 5538. [0675/R]

**C**LARE & MOTOR WORKS—Large stock of steel wire. Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill. [0628/R]

**WHITEWALL DISCS**, Ltd., can supply lightweight toughened plastic discs suitable for Ford cars 15in. and 16in. wheels from 58/- per set, post free 13, Bishops Bridge Rd., London, W.2. Amb. 6266. [0672/R]

## WHEELS, DISCS, TRIMS, ETC.

WHEELS (used), all sizes for every type of vehicle.—Cook, 589, Stapleton Rd., Eastville, Bristol. [1898/R]

**WEST LONDON REPAIR** Co., Ltd., Wim. 6316/7. Wire wheels repaired, stove enamelled, hubs resplined; easy clean wheels repaired.—56, High St., Wimbledon. [0638/R]

## WINDSCREENS, WIPERS, ETC.

**BRITISH STEEL FRAME** Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windshields for Austin, fixed and sliding windows for utilities. Bishopsgate 9611/3. [0908/R]

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

GODDARD & SMITH.

PROFESSIONAL advisers and valuers to the motor industry.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

GODDARD & SMITH, 22, King St., St. James's, S.W.1. Tel. 2721 (20 lines). [0296]

ANTHONY D. LEWIS & Co.

SPECIALISTS agents for the sale of motor businesses, garages and filling stations; valuations of premises, equipment or stock for all purposes.

HAMPSHIRE GARAGES, filling stations and garages; main A31; throughput over 100,000 gpa; free site; excellent profits; large bungalow in excellent condition; substantial mortgage; freehold £17,500. s.a.v. (B1215)

ANTHONY D. LEWIS & Co., 95, High St., Esher. [M277-8-9]

A. H. LANSDLEY, S2/53, Friar St., Reading. [Tel. A14632]. Business transfer specialists and valuers since 1880. [0477/R]

FOR motor cycle and stock car racing.—For further particulars apply Box 8467. [1950]

ALRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.

EST. General Motor Business, busy West Country industrial town; popular motor cycle and car distributorships and agencies; extensive freehold premises, showrooms, workshops, stores, pumps, comprehensive equipment, residence and additional land for expansion; £40,000.

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515. [M1004]

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14, Ship St., Brighton, 1 (Tel. 23284), offer the following:

SURVEY "A" Road, splendid modern garage and petrol filling station; extensive buildings include showrooms, workshops, fitting and body shops, spray shop, etc.; comprehensive equipment; turnover £25,000 p.a.; area dealers Austin, Ford, Standard and Triumph; modern 4-bedroom bungalow; price freehold and goodwill; £10,000.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above.

[M2021A]

**£5500**—Grand value, Somerset, country garage and filling station; car hire, repairs, good turnover; petrol 26,000 gallons; agencies; comfortable house. Edwards, 9, Thomas St., Bristol, 2. [19452]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and disposals of garages, filling stations, etc. Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614. [0546/R]

WILTS. A4 road.—Garage, filling station, accessories and private hire; gallonge 32,000; garage for 25 cars; let; 7-roomed house, £2,000; in all; fine opportunity for expansion and repair. Box 8478. [19564]

CAR dealer with extensive experience, U.K. & abroad in car sales, valuations, finance, etc., also modern service station technique, seeks proposition in which capital available; genuine enquiry from principals only. Box 8517. [19781]

PETROL station and cafe, trunk road, Kent, 105ft frontage, considerable parking space, 3 pumps, gallonge 45,000 p.a.; lovely and immaculate home, modern cafe, £1,500; freehold; lease available for £1,500 or near offer.

KENT major trunk road, commanding site, very modern petrol station, safe, inviting and easily negotiated entry and exit. 5-pump island, serving dual carriage way, no limit to throughput; room for considerable expansion; well extra pump gallonge 15,000 p.a.; rapidly increasing weekly; large canopy over serving area, flood lighting; this valuable freehold at £27,500, with detached house and immaculate accommodation; this is a rare opportunity and highly recommended.

MANY other garages in all counties: £4,000-£12,000.

DYMOND & Co., 2a, Cheam Rd., Sutton. Vigilant D0989-9-0; after 5 p.m. 888888. 101, High St., Horley, Surrey. Tel. 8400. specialists in sales and valuers to the motor trade; offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to—1, Dover St., Piccadilly, London, W.1. Tel. Hyde Park 9528. [M1047]

MODERN garage/filling station, Kent; fully equipped workshop, very attractive forecourt 48,000 gallons, p.a. rising, comfortable 3-bedroomed house, garden; substantial petrol company backing available; ask at £11,000 freehold, s.a.v.; private sale no. 8468. Box 8468. [19569]

FRANCIS PARKER & Co., Ltd., specialists, valuers and agents to the motor industry, offer garages and filling stations from £3,000 to £60,000; finance arranged to suit individual requirements.—Write, call or telephone your requirements to Francis Parker & Co., Ltd., Surveyors and Valuers, Grand Chambers, Ubridge Rd., Hayes, Middlesex. Tel. Hayes 0452. [0876/R]

FILLING station, garage, same hands 10 years, covered main road position, Sutton, commanding fresh air premises; excellent equipment, workshop and showroom superb; 3-bedroom accommodation, modern bathroom, petrol throughput about 3,750 gallons weekly; valuable car agencies; absolutely unequalled at only £40,000 including property. Folio 3025.—Lincoln & Co., Sole Offices 9, Hanover Sq., London, W.1. Tel. Grosvenor 8801. [19542]

## BUSINESS AND PROPERTY

GARAGE in Channel Islands, leading agencies, excellent prospects, part purchase price left on loan, excluding stock £12,000.—Box 8252. [1975]

GARAGE, main road, located Merton, 1½ miles from Merton, oil consisting of all types of automobile 70ft x 65ft; all modern equipment, including Olympic Tecalemit greasing plant, etc.; stores approximately 25ft x 15ft; paint-spraying shop, showroom to accommodate 14 cars; two self-contained flats over garage, petrol station, office, 4 garage bays, frontage 210ft with one acre of land for further development; first year's turnover approximately £200,000, which includes petrol sales, repairs, car sales and accessories sales; terrific potentialities; petrol sales approximately 2,000 gpa; workshop was designed to hold over 200,000 gallons site; genuine reason for sale; very substantial mortgage available.—Enquiries, by principals only, to Box 8242.

## Business &amp; Property Wanted

MOTOR Engineer with available capital wants to sell garage petrol station within 100 miles London.—Write Edwards, 9, Thomas St., Bristol, 2. [19453]

GARAGE business wanted, Herts or Beds, must have good repair trade and average petrol sales, living quarters for small family; can pay up to £8,500. Box 8250. [1976]

USED car sitz or showroom wanted by dealer; in cooperation with another dealer considered; main road essential; capital available; references both ways.—Write first, Box 8516. [1977]

A. WE buyer available to purchase petrol stations and sitz in West Country immediately. Brief details to George Chapman & Co., F.V.I., 6, Worcester St., Gloucester. Tel. 24593. [19493]

FILLING station, garage, in Surrey/Sussex/Hampshire bought by newcomer to trade with £10,000 cash to buy quality; live on capital and try to expand to buy quality; immediate sale arranged with minimum publicity. Please quote Ref. C1103.—Lincolnshire, 6801. [19494]

## BUSINESS OPPORTUNITIES

FOR sale, excellent motor engineering and garage business; intelligent living accommodation attached. South Kensington district, price £23,000.—Box 8466. [19494]

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order 1952.

MOTOR fitters, skilled, required, top rate, permanent position; bonus: 174-176, Sheen Rd., Richmond 4822. [19653]

FIRST-CLASS auto-electrician, South Bucks, really top rates, permanent position, free hand right man, full qualifications. Box 8261. [19376]

COST engineer, giving clerk for motor repairs, central London; good opportunity for fully experienced man; write in confidence.—Box 8318. [19204]

STORES Manager, required for Austin distributors; must have held similar position; permanent and pensionable. Box 8468. [19500]

FIRST-CLASS skilled fitter, South Bucks; really top rates, permanent position, with new company prospects, full particulars.—Box 8400. [19375]

EXPERIENCED representative wanted for Tyre Distributor in Herford area, knowledge of locality, fully pensionable position; car supplied.—Box 8221. [19202]

WANTED, car salesman for distributors in East Anglia; permanent and progressive position.—Write giving full details of age and experience to Box 8465. [19551]

MOTOR salesman for good class used cars business; salary £600 yearly plus good regular commission, fully experienced only apply—North London District. Box 8459. [19205]

SKILLED mechanic and an automobile electrician; good rates and working conditions permanent. Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. [19403]

FORD dealer, London, S.W.8 district, requires good all-round mechanic with Ford experience; top rates and prospects for eight men; apply giving full particulars.—Box 8089. [19238]

SALES manager required, medium size main Ford dealer, S.W. London area; must have proved ability in organising and selling new and used cars and commercial vehicles.—Box 8444. [19459]

MOTOR salesman wanted, ample scope for man with real ability and not afraid of work; premises situated on trunk road near London; furnished accommodation for suitable man.—Box 8455. [19507]

STOREKEEPER required by West End Group; expert in full control as well as purchasing and selling; premises required; future prospects essential; giving full particulars in confidence, to Box 8444. [19459]

FIRST-CLASS commercial salesman required by Austin distributors; must have held similar position and have thorough knowledge of used vehicle values.—Steel (Swindon), Ltd., Drove Rd., Swindon. Wiltshire. [19548]

WORKS manager of proved ability in all branches of garage work; Popular car agents; new house in good residential district goes with the position; garage well located and in residential and convenient area. South.—Box 8431. [19449]

CAR salesman required for modern garage adjoining London Airport; several first-class agencies held; excellent prospects for person of energy and initiative with up-to-date knowledge of new/used cars and market value.—Box 8461. [C2032]

## SITUATIONS VACANT

COST and invoice clerk for motor coachwork repairers; good position for fully experienced man; good salary, bonus; write or phone for appointment.—A. J. Saunders, Ltd., 340, Ballards Lane, N.12. Hillside. [1962]

MECHANICS with extensive Ford experience required, high rate of pay, overtime available, permanent position with prospects for advancement; accommodation can be made available.—Send full details to Box 8242. [1972]

SALESMAN uses car; able to run small showrooms on own initiative, ability to earn £1,500 minimum yearly required, possibility living accommodation, Muswell Hill district.—Write giving full details of previous experience and references. Box 8430. [19465]

FORD main dealer has vacancies for commercial vehicle salesmen; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F.H. Peacock, Ltd., 219, Balham High Rd., S.W.17. Balham 2100 West. [0007/R]

SELLULOSE Sprayer required, only direct-mail. [19376]

SELLULOSE sprayer required; rate 5/- per hour rising to 6/-; excellent working conditions in new workshop; holidays with pay, pension scheme available.—Apply Maidenhead Autos, Ltd., Bath Rd., Taplow. Tel. Maidenhead 44. [19174]

MOTOR mechanic wanted by main agents; a fully experienced first-class mechanic with a good record; pleasant Home Counties district, and convivial atmosphere; send previous references with first letter. Box 8430. [19448]

ELECTRICIAN.—Skilled automobile electrician required by Ford dealer in Home Counties, must be able to undertake auto electrical repairs on own initiative; good rate of pay, overtime, permanent position, accommodation available if required; apply with full details of experience, etc., to Box 8236. [19073]

SALESMAN with opportunities for early promotion required to operate commercial retail and trade sales; main dealers for Commer, Karrier (covering S.W.1) and other commercial vehicles; excellent opportunities for right man; references essential.—Write R. S. Meads, Ltd., 34, Market St., Maidenhead, Berks. [M2011]

WORKS manager/foreman required to take charge of service garage in Libya, North Africa, Austin and B.S.A. distributors; must be capable of supervising major overhauls, reboiling, etc.; knowledge of Continental motor vehicles also an advantage; good wages, climate and conditions; free flat, sun/married man; interview London, early January.—Write Box 8405. [19397]

SALESMAN required to take complete charge of service garage car sales; must be fully conversant with dating features of present production and able to sell all sales; hire purchase, insurance and licensing arrangements; a stock of approximately 40 vehicles kept with a top price of £500; good salary plus commission and bonus; able to start immediately.—Please give details of past experience to Box 8486. [19292]

AUTO electrical fitters are required in the service department of an ordinary garage; good education and some general engineering background is essential; some practical experience in automobile electrical engineering is desirable though not essential; these positions are pensionable and good catering and welfare facilities are available.—Applications should be made to the Personnel Dept., Joseph Lucas (Sales and Service), Ltd., Green Hammerton St., Birmingham 19. Quoting reference PM SD/124. [19406]

## SITUATIONS WANTED

C.I.S. student requires secretarial position within motor industry; 3 years' experience all branches.—Box 8481. [19561]

SKILLED motor mechanic/electrician, requires situation anywhere, accom. essential; competent references.—Box 8429. [19495]

GENERAL manager, 40, requires change; experienced in all branches including car sales and drive yourself hire services.—Box 8447. [19496]

MARRIED man, 27, seeks position with scope; experienced machine accounting, p.a.s.e. and general office work.—Box 8446. [19499]

YOUNG sales manager seeks change of position; at present with large firm of car and commercial distributors handling all types of new and used vehicles; excellent connections.—Box 8449. [19497]

WIFE to help part-time in house; no small children; good cottage.—Mrs. Heywood, Little Onn Hall, Church Eaton, Stafford, Tel. Gnosall 214. [19456]

## BOOKS, ETC.

HANDBOOKS, workshop manuals for British, American, Continental automobiles; enquiries, stamp please, catalogue 500 motoring publications, sixpence—Troyes, Fourmies, Mont-Saint-Martin. [19760]

DRIVING.—Driving in Two Weeks," greatest illustrated driving book ever written; all answers to test; 6/- shops, 6/6 by post (trade enquiries welcome).—Right Way Books, Kingswood, Surrey. [4172]

## HOTELS, ETC.

LITTLE Guide to Village Inns, Farms, etc., coast and countryside, 3/6, p.p. 3d; or with supplementary Mini-Guide listing over 500 friendly halts for bed and breakfast, 5/- post free.—Victor Hilton, Harbourside, Torquay. [19400]

A. MARVIN, Uplyme, Lynton Regis.—Paying guests; spacious garden, pleasant views; comfort and good food a specialty; vacancies Easter and early summer.—For terms apply Mrs. E. B. Evans. [1968]

## AUCTIONS, TENDERS, APPOINTMENTS, ETC.

### SEMI-DISPLAYED SECTION

#### AUCTIONS



By Appointment to  
the late King George VI  
(Road Transport  
Contractors)



By Appointment to  
the late Queen Mary  
(Road Transport  
Contractors)

**CHARLES RICKARDS, LTD.,**

CONDUIT MEWS,  
SPRING STREET, W.2  
(1 minute Paddington Sta.).

Est. 100 Years

**MOTOR AUCTION SALES**  
**THURSDAYS AT 10.30 A.M.,**  
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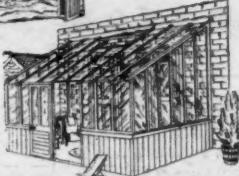
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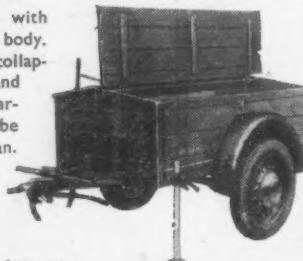
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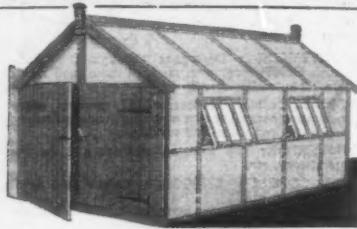


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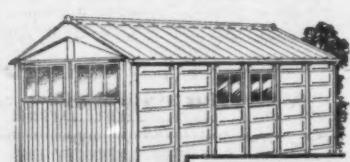
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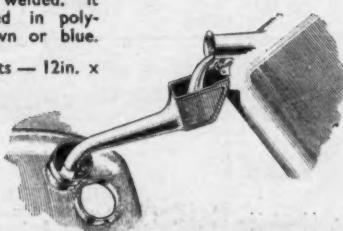
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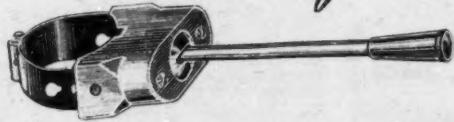
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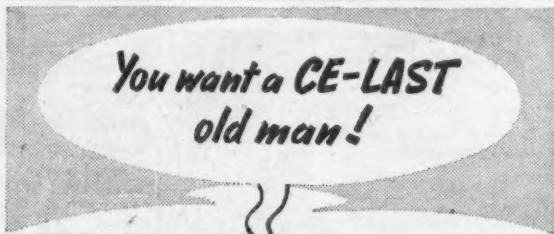
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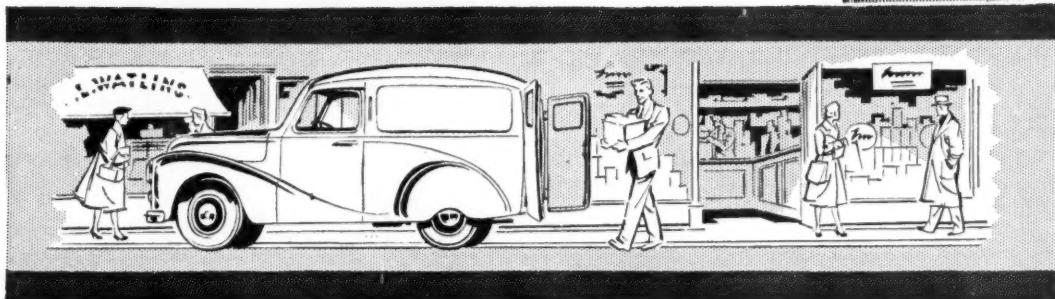
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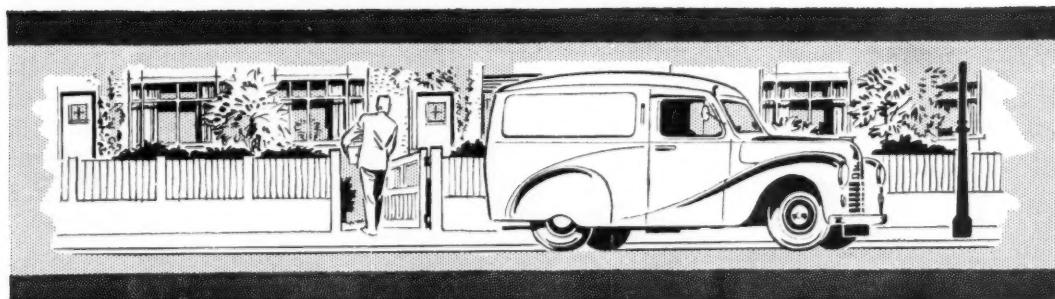
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